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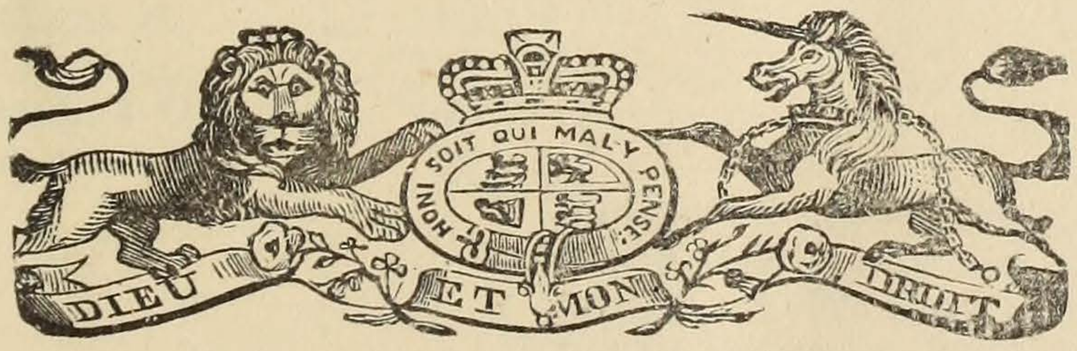
VOLUME 8.

THIRD SESSION OF THE FOURTH PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1880-81.



VOLUME XIV.

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET, OTTAWA.

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No. 41... CATTLE EXPORTED:—Return to Order; Comparative Statement of Cattle and Sheep exported from Canada to England, during the years 1879 and 1880.

No. 42... TIMBER LIMITS, QUEBEC:—Return to Address; Correspondence between the Government of Canada and the Government of Quebec, in reference to the Timber Limits north of the boundary of Quebec. (*Not printed.*)

No. 43.... SMOKED HERRINGS, INSPECTION FEE:—Return to Order; Correspondence between the Inland Revenue Department and the Chamber of Commerce of Halifax, on the subject of the inspection fee on Smoked Herrings. (*Not printed.*)

No. 44... LAND GUIDES, N. W. TERRITORIES:—Return to Address; Showing the names and nationality of all the Government Land Guides in the Province of Manitoba and the North-West Territories, the salary or allowance paid to each, and Statement of all costs and expenses connected with this branch of the Public Service.

No. 45... MOUNTED POLICE SUPPLIES:—Return to Order; Advertisements for Tenders for Mounted Police and Indian Supplies, together with all Tenders made in response to said Advertisements. (*Not printed.*)

No. 46... SUPREME AND EXCHEQUER COURTS:—Return to Address: Statements showing all Judgments rendered by the Supreme and Exchequer Courts since the 1st day of January last, the amount of claim and costs in each suit, and the amount of fees paid to the Registrar in each suit.

No. 47... LAVAL UNIVERSITY:—Return to Address; Correspondence and Memorandum from the Honorable the Minister of Justice to the Honorable Secretary for the Colonies, concerning the amendment to the Royal Charter granted to Laval University of Quebec, from January, 1879, up to this date.

No. 47*a*.. Supplementary Return; Showing,—

1st. The Draft of a proposed new Charter for the Laval University, which Draft was sent to England with the Archbishop and Bishop's petition.

2nd. The reply of the Colonial Secretary to that Petition, and all other documents connected with the Laval University question.

3rd. The petition and the "Exposé de faits" of "l'Ecole de Médecine et de Chirurgie de Montréal," registered in the Honorable Secretary of State's Office during the present month. (*Not printed for Sessional Papers.*)

No. 48... THAMES RIVER:—Return to Order; Reports of Surveys made since last Session of the River Thames, from Chatham to the City of London, with the view to the improvement of the Navigation of that River. (*Not printed.*)

No. 49... ISLAND RAILWAY, B.C.:—Return to Address; Correspondence with the Government of British Columbia, or with any persons in that Province, respecting the Island Railway. (*Not printed.*)

No. 50... WRECKING, INLAND WATERS:—Return to Address; Correspondence between Sir Edward Thornton and the Secretary of State for the United States, relative to wrecking and towing in Inland waters.

No. 51... LOCOMOTIVES PURCHASED:—Return to Order; Showing the number of Locomotives, or other Railway rolling stock, purchased by the Government under contract or otherwise during the year; the places where they were manufactured and purchased, and the prices paid.

No. 52... TRENT VALLEY CANAL:—Return to Order; Correspondence between parties in Chicago and the Department of Public Works, or of Railways and Canals, respecting constructing the Trent Valley Canal. (*Not printed.*)

No. 53... SHELBURNE FISHERY OFFICER:—Return to Order; Return of all fines imposed by the Fishery Officer of the County of Shelburne, upon whom, and for what offence. (*Not printed*)

No. 54... FISHERIES, STATISTICS OF:—Return to Order; Instructions issued by the Department of Marine and Fisheries to their officers, as a guide in the collection of statistics as to the annual production of the Fisheries. (*Not printed.*)

No. 55... JUDGES' RETIRING ALLOWANCES:—Return to Address; Statement of the Number of Judgeships in each Province, at the time of the Union of such Province with Canada, the incumbents of which were entitled in certain events to retiring allowances; and the number actually receiving such retiring allowances at such time; and a like statement for each year since Confederation.

No. 56... JUDICIAL WORK, QUEBEC:—Return to Address; Correspondence on the subject of the distribution of the judicial work of the Province of Quebec.

No. 57... LUARD, MAJOR GENERAL:—Return to Address; Correspondence with the Imperial Government in relation to the appointment of Major General Luard as the officer in command of the Militia of Canada. (*Not printed.*)

No. 58... WILLIAMSBURGH CANAL:—Return to Order; Engineer's Report on the cost of increasing the water-power of the Williamsburgh Canal. (*Not printed.*)

No. 59... WHEAT, GRINDING IN BOND:—Return to Address; Copies of all Orders in Council and Departmental Regulations for the grinding of Wheat in bond in the Dominion of Canada, since the 14th March, 1879.

No. 59*a*.. Return to Order; Showing the names of all parties who have imported Wheat for the purpose of grinding in bond; also, Statement of the quantity of Flour exported by each party.

No. 60... BODWELL, E. V.—Return to Address; Correspondence on which was based the Commission issued in the case of Mr. E. V. Bodwell, then Superintendent of the Welland Canal; also, for all papers in connection with Mr. Bodwell's transfer to British Columbia. (*Not printed.*)

No. 61... GRAIN RATES *viâ* HALIFAX:—Return to Order; Correspondence relating to rates of freight for Grain to England viâ Halifax, or touching in any way the question of the transportation of Grain, etc., over the Intercolonial Railway and by steamship from the Port of Halifax to Great Britain.

No. 61*a*.. Supplementary Return to Order; Correspondence between the Department of Railways and Canals and the owners of steamships, relating to rates of freight for Grain to England *via* Halifax.

No. 62... BRIDGE IRON.—Return to Order; Shewing the quantity and value of Bridge Iron and Iron Bridges entered for duty from the United States, with the duty collected thereon from 1st day of January, 1875, to 15th December, 1880, and shewing all the cases in which any seizure had been made for under valuation. (*Not printed.*)

No. 63... DRAWBACKS ON GOODS.—Return to Order; Of all claims presented for drawbacks on Goods manufactured for export since 14th March, 1879, showing the names of all applicants, etc., and the articles on which the drawback was claimed. (*Not printed.*)

No. 64... CUSTOMS APPRAISALS OF GOODS:—Return to Order; Instructions as to the appraisement of goods sent to Officers of the Customs, and all regulations made under Sec. 10, cap. 15, 42 Vic., in regard to appraisals. (*Not printed.*)

No. 65... PENITENTIARIES:—Report of the Minister of Justice, as to Penitentiaries in Canada, for the year ending 30th June, 1880.

No. 66... CHARYBDIS:—Message; Correspondence on the subject of the gratuitous transfer from the Imperial to the Canadian Government of Her Majesty's Steam Corvette *Charybdis* for training school purposes.

No. 67... EMIGRATION, VIA SARNIA AND WINDSOR:—Return to Order; Number of persons who have passed from Canada into the United States by way of Sarnia and Windsor since the 1st of January, 1880; also, Statement of the number of persons who have within the same period come into Canada from the United States by way of Windsor and Sarnia. (*Not printed.*)

No. 68... EMIGRATION, IRELAND TO NORTH-WEST:—Message; On the subject of assisted Emigration from Ireland to Manitoba and the North-West, together with a copy of the Despatch from His Excellency the Governor-General transmitting the same.

No. 69... CO-OPERATIVE ASSOCIATION:—Return to Address; Correspondence between the Customs Department and the Collector of the Port of Montreal, relating to his connection with the Co-operative Association, together with all Orders and Regulations of the Department, relating to Customs Officers in such cases. (*Not printed.*)

No. 70... QUEBEC AND LAKE ST. JOHN RAILWAY:—Return to Order; Report of A. L. Light, Esq., Engineer-in-Chief of the Province of Quebec, relating to the railway from Quebec to Lake St. John, and the Quebec and Lake St. John Railway Company. (*Not printed, the Supplementary Return being a corrected copy.*)

No. 70*a*.. Supplementary Return to Order; Report of A. J. Light, Esq., Engineer-in-Chief of the Province of Quebec, relating to the railway from Quebec to Lake St, John, and the Quebec and Lake St. John Railway Company.

No. 71... P. E. I. RAILWAY ACCIDENT:—Return to Address (Senate); Correspondence having reference to an accident which occurred during the month of August last, between the York and Suffolk Stations of the P. E. I. Railroad. Also, a Return of the number of new sleepers or ties used on the said railway since the occurrence of the accident referred to, together with cost of same. (*Not printed for Sessional Papers.*)

No. 72... LIFE-SAVING STATIONS:—Return to Order; Correspondence upon the question of establishing life-saving stations upon the inland waters of the Dominion. (*Not printed.*)

No. 73... BOUNDARIES, ONTARIO AND QUEBEC:—Return to Address; Correspondence between the Government of the Dominion and the Imperial Government, on matters relating to the Boundaries of the Provinces of Ontario and Quebec. (*Not printed.*)

No. 74... ST. FRANCIS RIVER:—Return to Order; Report of the Engineer who, in 1880, conducted the exploratory surveys of the River St. Frances, in the County of Yamaska. (*Not printed.*)

No. 75... PARIS EXHIBITION:—Return to Order; Report of the Canadian Commissioners appointed in connection with the Paris Exhibition.

No. 75*a*.. Return to Order; Showing the names &c., of all persons appointed by the Dominion Government as Commissioners, &c., in connection with the Canadian Exhibit at the Paris Exposition, held in the year 1878; also, Statement of all moneys paid for salary of each, and for expenses of living, &c.

No. 76... IRELAND, RELIEF OF:—Return to Address; Correspondence respecting the expenditure of the sum of One hundred thousand dollars, voted by the Canadian Parliament last Session, for the relief of those in Ireland who were threatened by famine.

No. 77... BAPTISMS, MARRIAGES AND BURIALS:—General Statement of, for certain Districts in the Province of Quebec, for the year 1880. (*Not printed.*)

No. 78.... FRENCH TRANSLATORS:—Return showing the names of all persons employed as permanent and sessional French Translators of the House of Commons, from the 1st January, 1874, to the 1st February, instant, with the salary or wages to each of them respectively. (*Not printed.*)

No. 78*a*.. Statement showing the names of all persons employed as additional French Translators of the House of Commons, translating by page, during the last Session of the Dominion Parliament. (*Not printed.*)

No. 78*b*.. Return to Order; Correspondence in relation to the sub-division of the Department or Office of French Translators, with a view to having a special office for the translation of the Laws of Canada. (*Not printed.*)

No. 79... POLICE MAGISTRATES:—Return to Address; Correspondence relating to the rights of the Provincial Governments to appoint Police Magistrates, Justices of the Peace, and Inspectors of Licences. (*Not printed.*)

No. 80... RECEIPTS AND PAYMENTS:—Statement of receipts and payments from the 1st to the 10th February, 1881, and from the 1st July, 1880, to the 10th February, 1881. (*Not printed.*)

No. 81... LOWER LIGHTSHIP, TRAVERSE:—Return to Order; Correspondence respecting the contract for all the wood furnished to the Department of Marine, for the use of the Lower Lightship in the Traverse, during the past summer, and the price paid for this wood, &c. (*Not printed.*)

No. 82... LUARD, MAJOR-GENERAL:—Return to Address; Correspondence relating to the appointment of Major-General Luard; together with copies of all complaints in regard to the administration of Militia affairs by the said Luard. (*Not printed.*)

No. 83... SILVER ORE:—Return to Order; Return of the number of tons of Silver Ore exported from Ontario during the past five financial years. (*Not printed.*)

No. 84... WRECKAGE IN CANADIAN WATERS:—Return to Address; Copies of all the evidence collected in regard to Wreckage in Canadian waters, particularly on the shores of Lakes Erie, Ontario and Huron, and Rivers St. Clair and Detroit, and of the money expended and to whom paid for collecting the same. (*Not printed.*)

No. 85... INDIANS, N.W. TERRITORIES:—Return to Order; Statement shewing in what parts of the North-West Territories there has been a total failure of the usual supply of the food on which the Indians subsist, and how many Indians in consequence have been dependent upon the Indian Department for the means of subsistence. (*Not printed.*)

No. 85*a*. Return to Order; Correspondence relating to the dismissal of any Indian Agent or other officer connected with the management of Indian affairs in the North-West Territories. (*Not printed.*)

No. 85*b*. Return to Order; Statement showing what progress has been made in surveying Indian Reserves under the Indian Act of 1880. (*Not printed.*)

No. 85*c*. Return to Order; Showing the name and nationality of each of the instructors to the Indians in the Territories of Canada; the salary or allowance paid to each, and a Statement of all expenses connected with the instruction of said Indians. (*Not printed.*)

No. 86... Timber Limits, N.W. Territories:—Return to Address; Return of the several Timber Limits granted to parties in the North-West Territories and Keewatin, and the names of those to whom they were granted.

No 87... Dominion Surveyors:—Return to Order; Statement showing the names of the several Dominion Surveyors employed between the year 1873 and the 15th December, 1880, on Surveys of Public Lands elsewhere than in their respective Provinces; their ages, &c., the amount of their salaries, together with a summary showing, by Provinces and nationalities, the number of Surveyors now working in British Columbia, Manitoba and the North-West. (*Not printed.*)

No. 88... Estimates, Dept. Interior and Indian Affairs:—Estimate of amounts required for 1881-82 for the Department of the Interior,—and the same for the Department of Indian Affairs.

No. 89.. French Shipping Bounties Bill:—Return to Address; Correspondence relating to the French Shipping Bounties Bill, which has passed the Chamber of Deputies, and is now under the consideration of the French Senate. (*Not printed.*)

No. 90... Tuck, S. P.:—Correspondence in reference to the unpaid liabilities for labor and materials of S. P. Tuck as contractor for the enlargement of St. Peter's Canal, Cape Breton. (*Not printed.*)

No. 91... Beauharnois Canal:—Return to Order; Statement shewing the date of the appointment of Thomas Brossoit, surnamed Bourguignon, as Paymaster and Collector on the Beauharnois Canal, and the amount of his contingent expenses. (*Not printed.*)

No. 91*a*. Return to Order; Copies of all leases granted to any persons for the use of waterpowers, and for certain privileges in relation to the construction of wharves or warehouses on the Beauharnois Canal. (*Not printed.*)

No. 91*b*. Return to Order; Report of H. Parent, Engineer, relative to the change of bridge across the lock on the Beauharnois Canal, at Valleyfield. (*Not printed.*)

No. 91*c*. Return to Order; Report of H. Parent, Engineer, relative to the lease of certain land on the north shore of the Beauharnois Canal, at Valleyfield. (*Not printed.*)

No. 91*d*. Return to Order; Return of the tolls collected each year on the Beauharnois Canal, since 1872, up to the present time. (*Not printed.*)

No. 91*e*. Return to Order; Reports made by Antoine Dosithé Danis, as Collector and Paymaster upon the Beauharnois Canal, and submitted by him to the Departments of Inland Revenue, Public Works, and of Railways and Canals. (*Not printed.*)

No. 92... New Carlisle Harbor:—Return to Order; Report of the Engineer who conducted the survey of the Harbor of New Carlisle in 1880. (*Not printed.*)

No. 93... Restigouche Ferry:—Return to Order; Correspondence in relation to the issue of a license to Mr. James Quinn, to keep the Ferry on the River Restigouche, between Cross Point, in the Province of Quebec, and Campbellton, in the Province of New Brunswick. (*Not printed.*)

No. 94.. Montreal Registry Office:—Correspondence since the 1st January, 1875, relative to the division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esquire, under the arrangement entered into with him by Her Majesty's Lord High Commissioner, on the part of the Imperial Government in the year 1841. (*Not printed for Sessional Papers.*)

No. 94*a*. Supplementary Return to Address; Correspondence between the Imperial, the Dominion and Quebec Governments, respectively, since 1st January, 1875, relative to the division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esquire. (*Not printed for Sessional Papers.*)

No. 95... NORTH SHORE MAILS:—Return to Order; Correspondence connected with the letting of the last contract for carrying the North Shore Mails between Little Current and Sault Ste. Marie. (*Not printed.*)

No. 96... LESUEUR, MR.—Return and Supplementary Return to Order; Reports relating to the superannuation of Mr. LeSueur, formerly of the Post Office Department. (*Not printed.*)

No. 97... DOMINION POLICE;—Statement of Expenditure of the Dominion Police during the year 1880, in accordance with the Act 31 Vict., cap. 73, sec. 6. (*Not printed.*)

No. 98... HEALTH LEGISLATION:—Return to Address; Copies of all Resolutions from Medical Conventions asking for Health Legislation.

No. 99... FISHING LICENSES, LAKES HURON AND SUPERIOR:—Return to Order; Licenses granted for fishing grounds on Lakes Huron and Superior within the past two years. (*Not printed.*)

No. 99*a*.. Return to Order; Correspondence in relation to Licenses granted for fishing grounds, within the past four years, at and in the vicinity of Killarney, in the District of Algoma. (*Not printed.*)

No. 100.. SHIPPEGAN, N.B., BREAKWATER:—Return to Order; Reports of Engineers, or others, respecting the repairs made on the Dam or Breakwater at Shippegan, N.B., in the year 1880. (*Not printed.*)

No. 101.. MILITARY COLLEGE GRADUATES:—Return to Order; Statement of the names of the Graduates of the Military College holding First and Second Class Certificates obtained in the last Annual Examination; those who have gone into the British Army; those who have been employed by the British Government, and those who have left Canada for the United States. (*Not printed.*)

No. 102.. CAPE TORMENTINE AND CAPE TRAVERSE RAILWAYS:—Return to Order; Correspondence during the past two years in reference to building lines of Railway from the Intercolonial Railway to Cape Tormentine, in Westmoreland County, and from Cape Traverse, in Prince Edward Island, to the Prince Edward Island Railway. (*Not printed.*)

No. 103.. CENSUS:—Return to Order; Statement as to the number of persons counted during the last Census, though absent from the place in which they were counted; distinguishing by Provinces, and also between those said to be absent; a Statement of the means, if any, to be taken during the next Census, to secure the suggested information. (*Not printed.*)

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No. 103*b* Return to Order; Copies of all written instructions and forms prepared for the use of any of the officers engaged in taking the Census of 1871, and the like information in connection with the Census for 1881. (*Not printed.*)

No. 104.. HALIFAX COMMISSION:—Return to Address; Correspondence between His Excellency and Prof. Henry Y. Hind, in reference to alleged inaccurate Statistics, submitted to the "Halifax Commission," appointed under the Washington Treaty. (*Not printed.*)

No. 104*a* Correspondence respecting the alleged falsification of some of the Statistics submitted, as part of the English case, to the Fishery Commission which sat at Halifax in 1877; also, Report by the Commissioner of Fisheries, with reference to such alleged falsification. (*Not printed.*)

No. 105.. N. W. TERRITORIES, NEW NAMES:—Return to Order; Correspondence relating to the substitution of new names for ancient and historic ones, in the North-West Territories, more especially along the route of the Pacific Railway. (*Not printed.*)

No. 106.. SQUATTERS, POINT PELÉE REEF:—Return to Order; Correspondence respecting the rights of Squatters on the Naval Reserve on Point Pelée Reef, in the County of Essex. (*Not printed.*)

No. 107.. ADVERTISING AND SUBSCRIPTIONS:—Return to Order; Monthly Statement of the amount expended during the years 1878 and 1879, in advertising on behalf of the Government. (*Not printed.*)

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No. 111.. HUDSON'S BAY CO., SUMS PAID TO :—Return to Order; Statement of all amounts paid the Hudson's Bay Company by the various Departments, since the transfer of their Territory to Canada. (*Not printed.*)

No. 111*a* Return to Address; Correspondence with the Hudson's Bay Company with reference to the South-east quarter and the North half of Section 7, Township 17, Range 20, West of the 1st principal Meridian, and for all Papers, &c., respecting the granting of the said land to the Company. (*Not printed.*)

No. 111*b* Return to Address ; Communications to the Government since the last Session of Parliament, on the subject of the navigation of Hudson Bay. (*Not printed.*)

No. 112.. CASTLE GARDEN, QUEBEC :—Return to Order ; Papers in support of the claim of Henry A. P. Holland, to the Castle Garden property, Quebec. (*Not printed.*)

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No. 114.. POST OFFICE, SOREL :—Return to Address ; Correspondence between the Government and Michel Mathieu, Esquire, Advocate, M.P.P., in relation to the purchase of a property for the establishment of a Post Office in the town of Sorel. (*Not printed.*)

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No. 121.. St. Vincent de Paul Penitentiary:—Return to Address; Correspondence respecting the management and administration of the St. Vincent de Paul Penitentiary, since the 1st January, 1880. (*Not printed.*)

No. 122.. Point St. Pierre les Becquets:—Return to Order; Documents relating to improvements to be made on the Shoals of the St. Lawrence, off Point St. Pierre les Becquets, and of the Reports of the Government Engineers in relation to the said Works. (*Not printed.*)

No. 123.. British Canadian Investment Company:—Statement of Affairs, and List of Shareholders of the British Canadian Loan and Investment Company (Limited), on the 31st December, 1879, in compliance with the Act 43 Vict, cap. 43. (*Not printed.*)

No. 124.. Chaudiere Railway Bridge:—Return to Order; Statement showing the value for Duty at which the Iron for the construction of the Chaudière Railway Bridge was entered, the addition made to said value by the Appraiser or Collector at the Port of Ottawa, the names of the Merchant Appraisers appointed under Sec. 45, cap. 10, 40th Vict., to whom the final appraisement was referred. (This return also covers the Return to Order of 20th December last; for correspondence relative to the seizure or appraisement of the Bridge Iron for the Chaudière Railway Bridge, and the results of such appraisements, if any.)

No. 125. Window Shade Cloth:—Return to Order; showing the number of yards of Oil-finished Window Shade Cloth imported into Canada during the last twelve months, and the total value of the same. (*Not printed.*)

No. 126. Post Office, Prescott:—Return to Address; Correspondence connected with the removal of the Post Office in Prescott to the Town Hall. (*Not printed.*)

No. 127. Cascumpec Harbour:—Return to Order; Engineer's Report of Survey made at Cascumpec Harbour, Prince County, Prince Edward Island, during the summer of 1880, with a view to improving said Harbour.

No. 228. Vankleek Hill, Postmaster:—Return to Order; Correspondence in relation to the dismissal of Duncan McDonell, late Postmaster of Vankleek Hill, in the County of Prescott; and correspondence with one McLaurin, the present Postmaster of Vankleek Hill, respecting his appointment to the said office. (*Not printed.*)

No. 129.. Yamaska River:—Return to Order; Report of the Engineer who, in 1880, conducted the Exploratory Surveys of the River Yamaska, from its mouth up to La Belle Pointe, in the Counties of Bagot and St. Hyacinthe. (*Not printed.*)

No. 130.. Lake Erie, Surveys:—Return to Order; Reports of Surveys for Harbors made by the late John Lindsay, Esq., C E., on the North Shore of Lake Erie, between Point Pelée Reef and the mouth of the Detroit River. (*Not printed.*)

No. 131.. Burlington Bay Canal Swing Bridge:—Return to Address; Order in Council regulating the working of the Railway Swing Bridge crossing Burlington Bay Canal. (*Not printed.*)

No. 132.. Post Office Orders:—Return to Order; Showing the amount of money sent by Post Office Orders to Great Britain and Ireland and the United States, during the past year 1880, and the cost of the same. (*Not printed.*)

No. 133.. Boston, Winter Port:—Return to Order; Correspondence between the Postmaster General and the owners or agents of the Allan Line of Steamers relative to the selection by them of the Port of Boston, as their terminal Winter Port, or in any way connected therewith. (*Not printed.*)

No. 134.. Fish-Breeding, Newcastle:—Return to Order; Showing the cost of maintaining the Fish-Breeding establishment, at, or near Newcastle, Ontario, for the year 1876, and for each year since, including the year 1880. (*Not printed.*)

No. 135.. Post Office, Dominion City:—Return to Order; Evidence taken before the Deputy Postmaster of Winnipeg in the course of the present year, with reference to the grave complaints made against the management of the Post Office at Dominion City; also copy of the Report of the said officer. (This Return contains the information required by a similar Order of The House of the 21st February, last.) (*Not printed.*)

No. 136.. Toronto Harbor:—Return to Order; Report made by Government Engineers respecting works in the Harbor of Toronto, since 1st January, 1880. (*Not printed.*)

No. 137..Nicolet River:--Return to Order; Correspondence in relation to the deepening of the River Nicolet, and a Harbor Refuge at the entrance of that river. (*Not printed*).

No. 138..Souris, West, Breakwater:--Return to Order; Correspondence and Report of Engineers in relation to the construction of a Breakwater and Breastwork at Souris, West, in King's County, Prince Edward Island. (*Not printed.*)

No. 139..Esquimalt and Nanaimo Railway:—Return to Order; Reports made by Mr. J. W. Trutch respecting a Railway between Esquimalt and Nanaimo, and between Emory and Burrard Inlet. (*Not printed.*)

No. 140..Lislois, Joseph C.:—Return to Address; Correspondence between the Government and Mr. Joseph Charles Lislois, in relation to the claim made by the latter for the destruction of one of his buildings by fire, and of the Report of the Official Arbitrator. (*Not printed.*)

No. 141. Better Adminstration of Justice Act, 1878:—Return to Address; Correspondence between the Dominion Government and the Provincial Government of British Columbia, and between the Supreme Court Judge of British Columbia and the Local and Dominion Governments, on the "Better Administration of Justice Act, 1878," and the Judicature Act, 1879," both passed by the Local Legislature, together with the official protest of the said Judges against the allowance of those Acts. (*Not printed.*)

No. 142..Q. M. O. & O. R., Purchase of:—Return to Address; Correspondence between the Government and the Provincial Government of Quebec, concerning the purchase by the Dominion of Canada, of the Quebec, Montreal, Ottawa and Occidental Railway, or the subsidizing of the same. (*Not printed.*)

No. 143. Port Hood Wharf:—Return to Order; Correspondence between the Government and the party in charge of the expenditure and repairs made on the public Wharf at Port Hood, during the last Summer and Fall. (*Not printed.*)

No. 144..Meaford Harbor:—Return to Order; Statement showing expenditures on Meaford Harbor in years 1879 and 1880, with Reports of Engineers relating thereto, since January, 1879. (*Not printed.*)

No. 145..Leeds and Grenville, Judgeship:—Return to Address; Correspondence on the subject of the County Court Judgeship and Junior Judgeship of Leeds and Grenville. (*Not printed.*)

No. 146..Union Suspension Bridge, Ottawa River:—Return to Order; Statement showing the Revenue and Expenditure in connection with the Union Suspension Bridge, on the Ottawa River, from 1867, up to 1st January, 1881. (*Not printed.*)

DOMINION OF CANADA.

ANNUAL REPORT

OF THE

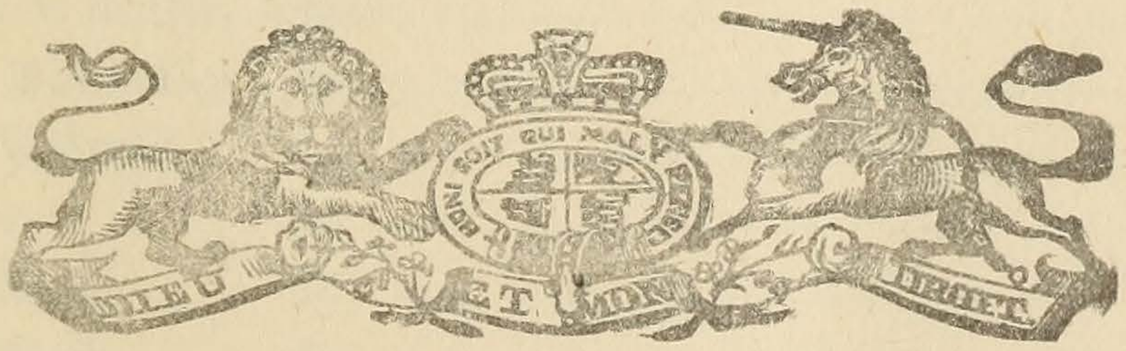
DEPARTMENT OF INDIAN AFFAIRS

FOR THE

YEAR ENDED 31ST DECEMBER,

1880.

Printed by Order of Parliament.



OTTAWA:
PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET.
1881.

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REPORT

OF THE

DEPARTMENT OF INDIAN AFFAIRS.

FOR THE

YEAR ENDED 31ST DECEMBER, 1880.

To His Excellency the Right Honorable SIR JOHN DOUGLAS SUTHERLAND CAMPBELL,
Marquis of Lorne, Governor General of Canada, &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit, for Your Excellency's information, the Report of the Department of Indian Affairs for the past year.

The Department was established under the provisions of the Act 43 Victoria, cap. 28, on the 7th of May, 1880, when the Act came into force.

This Report covers therefore the operations of the Department during the first year of its existence. The reports on Indian Affairs for previous years, since Confederation, will be found with the Reports of the Secretary of State for the years 1868 to 1873 inclusive; and with those of the Department of the Interior for the years 1874 to 1879 inclusive.

It is gratifying to be able to state that our relations with the numerous tribes and bands of Indians of the Dominion continue to be satisfactory.

The Indians of the North-West Territorities, known as the Plain Indians, of the distressing condition of whom, in consequence of the scarcity of buffalo in the country, Your Excellency is already aware, express themselves as deeply grateful for the assistance given them by the Government. And the manner in which some of the bands have already settled upon their Reserves, built houses, and fenced and broken up land for cultivation, has astonished old residents of the Territories; who scarcely believed such a transformation of character in the wild Indian of the plains possible.

It will thus be seen that the policy of the Government in affording instruction in agriculture to the Indians of the North-West Territories has been so far successful.

And I am glad to be able to inform Your Excellency that the Farming Instructors sent to the Indians have for the most part discharged their duties faithfully and efficiently.

The system pursued in affording relief to the Indians is calculated to accustom them to habits of industry; and at the same time to teach them to depend on their own efforts for subsistence. Under that system all able-bodied Indians are required to work for the food given themselves and families.

The result of this policy has been, that many houses have been built, considerable land broken and fields fenced and cultivated by the Indians, in return for the relief afforded them; the work being done under the supervision and direction of the Farming Instructors.

A more bountiful harvest would doubtless have accrued from the operations of last spring had not an early frost partially destroyed the crop. Such of the products, however, as the Indians and Farming Instructors were able to save will materially assist in supporting the former during the winter. The Government will nevertheless be still obliged to contribute largely towards their support, owing to the partial failure of the crops of last season, and the scarcity of game in the country.

Every effort will be put forward to induce the Indians of the Territories generally to adopt agriculture as a means for obtaining a subsistence; and it is confidently expected that the majority of the bands will, in the course of a few years, be self-supporting.

The Blackfeet nation, whose hunting grounds cover the south-west portion of the Territories, bordering on the Rocky Mountains, and the Assiniboines, who usually frequent the country east of Fort Walsh, as well as many of the Cree Indians from the more northerly parts of the Territories, crossed the boundary line in the autumn of last year in pursuit of the buffalo, and remained in American Territory during the winter; and, indeed, the Blackfeet, by latest advices, had not returned to Canadian Territory, but on the contrary, had communicated their intention of remaining in the buffalo country of the United States during the present winter. It is, however, thought that these Indians will probably find themselves obliged to return earlier than they intended.

The negotiations for the removal from Canadian territory of the foreign Indian element, who have for several years past congregated in considerable numbers in the south-west parts of the Territories, to their own country, the United States, will, it is hoped, soon result in a successful issue. These matters will be fully dilated upon in the Report of the Department of the Interior, in connection with the Mounted Police Service of the North-West.

The Indians of Manitoba and the portion of the North-West Territories which lies immediately west of that Province, as well as the Indians of the District of Keewatin, living, as they do, upon the products of the soil, and upon fish and small game, are not affected, like their brethren of the plains, by the disappearance of the buffalo from the country, consequently there has been no extreme suffering among them.

The Report of the Indian Commissioner for the North-West Territories and Manitoba, as well as the Reports of the Indian Superintendent for Manitoba and Keewatin, and of the Inspector of Indian Agencies and the reports of the various Indian Agents, all of which form appendices to this Report, give full particulars respecting the condition of Indian matters in the localities to which they respectively refer. And they all concur inshowing the good will of the Indians, and their disposition to learn the white man's way of making a living.

The Indian Superintendent for British Columbia, whose Report forms also an appendix to this Report, states that the Indians of that Province appear to be contented, and that they live on terms of friendship with their fellow-subjects of white origin. The discontent which prevailed among some of the coast tribes, owing to encroachments by white men upon their fishing grounds, happily subsided after the visit made to those parts last year by the Indian Superintendent and the Fishery Overseer, when the matters in dispute were satisfactorily arranged. And as there was an abundant catch of fish during the past season, and fur-bearing animals were also plentiful, the condition of such of the Indians of the Province as depend mainly upon those resources for sustenance was never better than it is at present.

The Indians of British Columbia exhibit more enterprise than those of any other Province in the Dominion. Many of the bands in the interior of the Province are large stock raisers, and farm successfully. They likewise engage in many other kinds of labor. And the Superintendent reports, that the tribes on the west coast of Vancouver's Island have developed a trade in furs, seals and otters, which is already lucrative, and is likely to prove more remunerative in the near future. Other Indians in the vicinity of Metlakahtla, on the west coast of the mainland, have begun to salt and export fish, and are anxious to establish a cannery.

Of the fish, oils, furs, &c., exported from British Columbia, during the past year, (the value of which, according to statistics in the possession of the Customs authorities, amounted to $273,501), the largest proportion was the product of Indian labour.

The work of allotting reserves to the Indians of this Province was necessarily suspended during the past season, owing to the resignation, in March last, of Mr. Sproat, the Reserve Commissioner, and the inability of Mr. Peter O'Rielly, whom Your Excellency was pleased to appoint to the position vacated by Mr. Sproat, to take the field until relieved of his duties, as County Court Judge and Stipendiary Magistrate, which was not effected until it was too late in the season for field work to be resumed this year. It is, however, proposed to despatch the Commissioner as soon as the open season shall have set in, to those points where the Indians are most anxious that reserves shall be assigned to them. The work of allotting reserves in the Province will then, it is hoped, be vigorously prosecuted to completion.

By the appointment of Mr. O'Reilly, the Government effects a saving as that gentleman is already in the receipt of a retiring allowance, and by the terms of the arrangement with him and the other County Court Judges who were retired simultaneously with the appointment of the Judges of the Supreme Court of British Columbia to discharge the duties previously performed by them, the Government may avail itself, at any time, of the services of any of the Judges then retired, provided there be no diminution of salary or inferiority of rank connected with the employment to which they are appointed. By a reduction in the staff and curtailment in the field equipment of the Commission, which it is believed can be done without affecting its efficiency, a further saving will be effected.

The work of surveying the boundaries of the reserves allotted by the late Commission was continued during the past season; two parties having been engaged therein up to the close of the open season.

The stationing of local Indian agents on Vancouver's Island and on the southern portion of the mainland is at present engaging my attention; and I hope to be able at an early date to submit to Your Excellency the names of suitable persons for the positions, as well as to describe definitely the districts which the several agencies should embrace.

As respects the older Provinces there is no marked change in the condition of Indian matters to record.

From several of the superintendencies and agencies of Ontario gratifying reports of the industry, thrift and consequent prosperity of some of the bands have been received—notably from the Superintendent stationed on the Great Manitoulin Island in Lake Huron as respects the Indians of that Island; from the Superintendent at Sarnia with regard to the Chippewas of Walpole Island, in the River St. Clair; from the Superintendent of the Six Nations, and Mississagua Indians, whose reserves are situated in the Counties of Brant and Haldimand; from the Superintendent at Toronto in so far as the Chippewas of Rama, in the County of Ontario, the Chippewas of Christian Islands, on the Georgian Bay, and the Chippewas of Snake Island, in Lake Huron are concerned; and from the agent at Highgate to the Moravian and Delaware Band in the County of Kent.

The small Wyandott Band whose reserve is situated in the township of Anderdon, the County of Essex will, this year have completed their three years term of probation for enfranchisement--and will then be entitled, under the provisions of the Indian Act of 1880, to Letters patent for their respective holdings, and to have the capital at their credit in the hands of the Government divided among them—and upon this taking place they will cease to be Indians in every respect within the meaning of the law.

The Superintendent of the Montagnais Indians of the north shore of the lower St. Lawrence, whose report as an appendix will be found herewith, states that no epidemic prevailed among those Indians during the past year, and they appear for the most part to have suffered but little want; their winter's hunt having been generally successful.

These poor Indians have no other resources than fishing and hunting to depend upon for a subsistence; the climate and soil of that coast being alike unfavorable for agriculture. The Superintendent reports, that crops never ripen, and that there is frost during every month of the year. It is therefore incumbent upon the Department to put forth every effort to induce these Indians, whose fate it is to inhabit that barren region, to occupy themselves when not engaged in hunting, in securing and salting or otherwise curing fish for the maintenance of themselves and families.

In order, however, that they may prosecute this industry successfully, it will be necessary to furnish them with the proper appliances.

Measures have been taken to ascertain the requirements of the Indians in these respects; but it is feared that the monopoly by white men of the most important salmon streams will prove a most serious barrier to the policy of the Department being attended with the success that one would wish. Nor are the Indians by any means indifferent to the alienation of fishing rights which they had learned to regard as exclusively their own from time immemorial. No effort will, however, be spared to secure to the Montagnais a fair share of the fisheries of the lower St. Lawrence, as the existing leases expire, and to induce them to make a proper use of such stations as may be procured for them.

An energetic Superintendent was for the first time appointed to these Indians last year, and the Department hopes to see a marked change for the better in their condition as the result of the appointment.

The other Indians of the Province of Quebec, whose reserves are more favorably situated as respects soil and climate, are less nomadic in their habits.

They live in villages or on reserves, and the wigwam is, with them, a thing of the past. There is, however, but little progress among them; although they have, as a rule, abundance of land of good quality, from the cultivation of which, if prosecuted with ordinary vigor, they might procure an ample subsistence for themselves and families. And in order to encourage them to do so, seed-grain, potatoes and garden seeds, are supplied such of them as have land prepared for the same.

In the western counties of the Province of Nova Scotia, the Indians continue, for the most part, nomadic in their habits, obtaining their livelihood from fishing, porpoise shooting, and the manufacture and sale of articles of Indian handicraft.

The Indians of these counties pay but little attention to the cultivation of the soil. The efforts of the Department have been for several years unceasingly directed towards inducing them to settle on and cultivate lands on their reserves, and in the furtherance of this object, seed-grain, potatoes and garden seeds are distributed every spring among such of them as are disposed to use it; and although, as a general thing, the attempt to make an agricultural people of them has hitherto proved unsuccessful, yet the reports from some localities of Indians adopting that method of obtaining a subsistence are sufficiently encouraging to justify increased efforts being put forth in that direction.

In the eastern counties of the Province a healthier condition of matters exists, especially is this the case in the Island of Cape Breton, where the Indians live for the most part in houses, make good use of the seed given them, by cultivating their lands and raising crops of sufficient importance to materially aid in the support of themselves and their families.

The Superintendent of the Indians of the northern and eastern counties of the Province of New Brunswick, reports an improvement on the whole in their condition, and he anticipates a continuance of the same, owing to the commencement last spring of the system of distributing seed among such of the Indians as were cultivating land, instead of handing the money to them as had been previously the practice, when it was used for other purposes than that for which it was intended.

On several of the reserves in this superintendency there are church buildings, and on the reserve at Burnt Church, in the County of Northumberland, a school-house was erected, and a school was brought into operation during the past year. Applications for schools have also been received from the Indians of Fort Folly, in the County of Westmoreland, and from those of Eel Ground, in the County of Northumberland. The Department is at present in communication with the Superintendent on the subject of establishing schools at those points.

From the Agent for the Counties of Victoria and Madawaska, on the north-western side of the Province, a gratifying report of the condition of Indian matters in those counties has been received. That officer states that the Indians of those counties are industrious, temperate and contented, and that they are every year advancing slowly but surely towards a higher state of civilization. A school-house was built and a school established on the reserve on the Tobique River, during the year.

The condition of Indian matters in the other Counties on the west side of New Brunswick, I regret to say, is not so satisfactory.

Those Indians, like their brethren of the Western Counties of Nova Scotia, are unsettled in their habits; and the constant appeals to the Department for increased

assistance indicates but little advancement towards their becoming self-supporting and independent.

Cultivation of the soil is only carried on to any appreciable extent on the reserve at Kingsclear, in the County of York.

The interesting Indian settlement on Lennox Island, in the Province of Prince Edward Island, is, I am glad to report, in a fairly prosperous condition.

Lennox Island was purchased some years ago, for the use and benefit of the Micmac Indians of Prince Edward Island—by the Aborignees Society of London, England; who placed it in the hands of Trustees; but the management of Indian affairs in this reserve is with this Department, which has its paid Superintendent on the Island, who also fills the position of School Teacher,and instructs the Indians in agriculture. That officer reports that there is a noticeable improvement in farming, that additional houses and barns have been erected during the year, and that the Indians generally are temperate in their habits.

Education.

This important branch of Indian management is receiving the earnest attention of the Department, with a view to the inauguration of an improved system. With this object information has been called for in regard to the working of each Indian school in the Dominion. One of the principal features in the new system will consist in a thorough and systematic inspection of all Indian schools, and the teachers will be required to hold certificates of competency and character from School Boards or other competent authorities.

The greatest obstacle to the successful education of Indian children at day schools consists in the irregularity of their attendance, caused in part by the neglect of their parents to oblige them to attend, and by the frequent absence of many families from the reserves while fishing, hunting and berry picking. In order to remedy this state of things, as far as possible, the teachers have been instructed to adapt the periods of vacation to the time when the Indians will be absent from the reserves.

The plan recently adopted, under Your Excellency's authority in connection with Indian day schools in Manitoba, Keewatin, and the North-West Territories, of granting bonuses annually, in addition to their salaries, to the teachers of the five most efficiently conducted schools, and of presenting prizes to deserving pupils will, it is hoped, tend to stimulate both teachers and pupils to greater exertion. A similar system might with advantage be introduced in the other Provinces.

The Indian day school is, however, under the best of circumstances, attended with unsatisfactory results.

The Indian youth, to enable him to cope successfully with his brother of white origin, must be dissociated from the prejudicial influences by which he is surrounded on the reserve of his band. And the necessity for the establishment more generally of institutions, whereat Indian children, besides being instructed in the usual branches of education, will be lodged, fed, clothed, kept separate from home influences, taught trades and instructed in agriculture, is becoming every year more apparent.

Several institutions of this description have been in operation for a number o years, and the results are sufficiently satisfactory to prove the superiority of such establishments over the ordinary day schools.

In the Province of Ontario there are four Industrial Schools, viz.: at Mount Elgin, in the County of Middlesex, at Brantford in the County of Brant, at Wikwemikong, on Manitoulin Island, and at Sault Ste. Marie, in the District of Algoma. In the Province of Manitoba, there is the well known institution at St. Boniface, and in the North-West Territories there are similar establishments at Ile à LaCrosse, Lac la Biche, Lake Athabaska, and Fort Providence. In British Columbia there are institutions of the same type at Metlakahtla and Fort Simpson.

TRIBAL GOVERNMENT.

Convinced of the desirability of introducing, as soon as Indian bands are prepared for it, a better system for managing their local affairs than the one which at present prevails among them, under which the chiefs (who in many cases are hereditary, and therefore may or may not fairly represent the intelligence of the band) control such matters—the Department despatched a circular to the various Indian Superintendents and Agents, calling upon them to report whether the bands under their supervision were sufficiently enlightened to justify the conclusion that the inauguration of a simple form of municipal government among them would be attended with success.

From the majority of its officers who have replied to the circular, the reports received lead to the conclusion that the Indian bands within their respective districts are not sufficiently advanced in intelligence for the change. An attempt will, however, be made at an early date to obtain the consent of the more advanced bands to the establishment of some such system. It is thought that a council, proportionate in number to the population of the band, elected by the male members thereof, of twenty-one years and over, and presided over by a functionary similar to the Reeve of a Township, might answer the purpose; or in its initiatory stage the council might be presided over, with better results by the local Indian Superintendent or Agent.

The matters upon which this elective body should pass by-laws, subject to confirmation by Your Excellency in Council, should embrace the making of line

fences, ditches, and roads, the prevention of trespass by cattle, the preservation of order on the Reserve, the repression of vice, &c.

SANITARY CONDITION.

With the exception of an outbreak of small-pox during the summer among the Algonquin and Tetês de Boule Indians living on the Reserve situated at the junction of the Rivers Gatineau and Desert, in the Province of Quebec, and some cases of measles among the Indians of the Riding Mountains, in the North-West Territories, and cases of measles and scarlatina in an encampment near Fort Walsh, there were no infectious diseases among the Indians during the past year. In all of the above instances prompt measures were taken by the Department for the relief of the sufferers.

Measures are in progress for a general vaccination of all the Indians in the Dominion upon whom that operation may not have been successfully performed within the last seven years.

SURVEYS.

The boundaries of a number of Indian Reserves in the North-West Territories, which were promised the Indians when the treaties were made, were surveyed during the past season; by Mr. Simpson, D.L.S., in so far as the Reserves under Treaty No. 6 are concerned; and by Mr. Patrick, D.L.S., as respects Reserves under Treaties Nos. 4 and 7. Mr. Vaughan, D.L.S., also readjusted the boundaries of certain Reserves in the District of Keewatin, as the Indians were desirous of a change in their position. A number of Reserves remain yet to be surveyed, especially in the Saskatchewan and Lake of the Woods Districts; and the work will be resumed early in the ensuing season.

In British Columbia the work of surveying the boundaries of the Reserves allotted by the Reserve Commission was resumed early in the season under the direction, in so far as the Lower Fraser is concerned, of Captain Jemmett; and as respects the O'Kanagan District, Mr. Mohun was entrusted with the duty of surveying the same.

With regard to Indian Reserves in the older Provinces steps have been taken to ascertain whether the boundaries of any of them require to be resurveyed, in consequence of the old marks of survey having disappeared, and information has been asked for from the agents relative to the quantity of land occupied by individual Indians on each Reserve, with a view to a fair apportionment of the land among the different heads of families. As respects Reserves, in regard to which the Department is already in possession of the requisite information as to the locatees and the quantity of land occupied by each, location

tickets are in course of preparation, one of which will be given to each locatee, a duplicate thereof sent to the local agent and the triplicate filed in the Department. A book for registering these titles, as well as any subsequent transactions in respect to the lands covered thereby will also be kept by the local agent, who will be required to forward to the Department a return at the end of each month shewing changes of locatees, if any, made during the month to be recorded in a similar book kept in the head office.

LANDS SALES BRANCH.

The quantity of land sold during the past year in the interest of the Indians who surrendered it for the purpose was 96,265 $\frac{31}{100}$ acres; being an increase of 34,-298 $\frac{70}{100}$ acres over the transactions of the previous year; and the amount for which the land was sold was $67,624.44; being $22,509.89 in excess of the amount of the previous year's sales. The larger proportion of the lands sold are situated in the Province of Ontario.

The collections on account of old and new sales and leases amounted to $66,983.55.

During the past year six new townships were brought into the market. Four of them are situated in the Northern part of Manitoulin Island in Lake Huron, and two islands in close proximity to Manitoulin form the other two townships.

The quantity of Indian lands still in the market is in round numbers 570,000 acres.

Return D, which forms one of the appendices to this Report, contains full particulars as to the quantity of land still disposable in each township.

GENERAL BUSINESS.

The following comparative statement will give an idea of the quantity of work done by the Department during the past year as compared with the previous year's transactions:

Letters written, 6,747, being 1,867 more than the previous year, covering 8,600 folios, 1,990 folios more than last year.

Letters received, 7,920, being 950 in excess of last year.

Memoranda, reports, etc., covering 807 folios.

Accounts kept and balanced daily, 150.

Pay cheques issued, 2,845.

Certificates for credits, 156.

Statements with vouchers forwarded at the end of each month to the Auditor General, 192.

Memoranda on matters of account, 3,600.

New lands sales entered, 1,144, being 169 more than last year.

Payments on leases entered, 310, being a decrease of 30 from last year's entries.

Agent's returns examined, etc., 166, being 16 more than last year.

Assignments of land examined and registered, 263, being 67 more than last year.

Descriptions for patents examined, etc., and a corresponding number of patents examined, 263, being 67 of each more than the previous year.

Cancellations of sales, 60, being 29 more than last year.

MONEYS.

The amount at the credit of the Indian Fund, which consists of all moneys held in trust for the benefit of Indian tribes or bands was, on the 30th June, 1880, $3,039,622.78, being an increase of $62,791.61 over the amount at the credit of Fund on the same date last year.

The expenditure from the same fund during the fiscal year, amounted to $247,043.94, being $57,623.09 less than last year's expenditure.

The following statement shews the expenditure on account of the Parliamentary appropriations during the same period :—

Manitoba and North-West	$615,041 65
New Brunswick	4,491 86
Nova Scotia	4,418 43
British Columbia	41,401 15
Prince Edward Island	2,000 00

Statement B, placed herewith, and the subsidiary statements which follow it, contain full details of revenue and expenditure on account of the respective Tribal Accounts and Statements. And Statements C 1, 2, 3, 4, 5, with subsidiary statements from A to J following, supply similar information as regards the Parliamentary appropriation for Indian purposes.

Tabular Statements, showing the population of the various Indian Tribes and Bands, the condition of the schools, the agricultural and industrial resources, and material wealth of the Indians of the different Provinces will be found herewith.

The Reports received from the Indian Superintendents and Agents containing information respecting the year's transactions within their respective districts, are also attached as appendices to this Report.

All of which is respectfully submitted.

JOHN A. MACDONALD,

Superintendent-General of Indian Affairs.

ONTARIO,
GRAND RIVER SUPERINTENDENCY,
BRANTFORD, 24th September, 1880.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—The tabular statements regarding the Six Nations, and the Mississaguas of the Crédit, for the year ending 30th June last, are now forwarded.

These Indians are resident upon a reserve of over 50,000 acres, a few miles distance from this city.

I have abstained from appointing enumerators, preferring my own estimates, excluding, however, the produce of the soil, as it was in general far below the average.

The failure in crops caused considerable distress with a consequent want for seed for spring sowing; you were, therefore, pleased to grant a request for a supply of seed, authorizing me to make the requisite arrangements, which I did, and issued various kinds of seed to near 1,000 persons, costing $5,489.76.

It is pleasant to add, the result is a bountiful yield with the prospect of abundance for the approaching winter and next spring's seeding.

Since my last report, more parcels of land have been cleared and fenced, with here and there perceptible improvements; among such are two good houses of brick, the first of the kind on the reserve.

Much fever has prevailed throughout the reserve, the principal causes of which are the stagnant waters, and the want of springs and wells of pure water; such sickness would be greatly lessened by the removal of drift wood in the creeks, and in providing wells at convenient distances on the reserve; both of these projects are under consideration.

The cause of temperance is spreading, the Six Nations having five organized societies; yet liquor is frequently obtained, and to secure a conviction is very uncertain, from the want of evidence.

The result of the census is, on the whole, satisfactory.

The Six Nations, number		3,205
Births	115	
Deaths	85	
Increase	30	
The Mississaguas		208
Deaths	15	
Births	3	
Decrease	12	
Total population		3,413

Fifty-six licenses for firewood and logs have been issued, the logs being for lumber.

The Six Nation agricultural show proved a comparative failure, the expected crops not being realized, and was a discouragement; but the show of next month will no doubt more than compensate for last year's disappointment.

The Indian Council have voted for the grading, and enclosure by a board fence, of the agricultural grounds, also the erection of an exhibition building; all of which, it is hoped, will be ready for their show next year.

The ploughing matches (now an annual event) took place on the Reserve, and though the weather and roads were disagreeable, the number of competitors were as many as formerly, while the attendance of spectators increased, and appeared to take much interest in the work. The plough presented in the name of the Governor General, and the other prizes, were received by the winners with evident pleasure.

The concession roads and bridges are maintained in good order, by means of statute labor and expenditure of money, while the side roads receive attention.

The municipality of the township of Walpole having at last decided to co-operate with the Council of the Six Nations, have provided for their portion of the road allowance between that township and the reserves of Tuscarora and Oneida. The survey and placing of permanent monuments has been completed, and it now remains for the Township Council of Townsend to give its portion of road allowance, thus making it a leading highway for the public at large, and of much benefit to the Indians.

The Indian Councils evince increased interest in the cause of education, by renewing their money grants, and in other acts, towards so desirable an object.

The Six Nation School Board have effected many improvements, but the serious drawback of irregularity in attendance on the part of pupils continues, the Board, however, is hopeful of a favorable change in that respect.

The Institute of the New England Company, near this city, under the charge of Mr. R. Ashton, continues to flourish, full of children from the Six Nations and from some distant bands. Seven of the senior pupils competed against many whites from schools in the County of Brant, at a late examination; while, at the present time, a majority of the teachers on the Reserve were educated at the Institute. The proposed addition to the Institute for Orphan Infant Children is still undecided upon.

The gross attendance at all of the schools, exclusive of 90 at the Institute, numbers 616; but the average daily attendance is only 142, showing some remedy is necessary, and which is the subject of much consideration.

The celebration of Her Majesty's Birthday was again duly observed, two excellent Indian bands being present, and the large crowd separated after a pleasant day.

The promised visit by His Excellency the Governor General, the Six Nation Council desired should be deferred until next year, in the hope they might also be honored by the presence of Her Royal Highness the Princess Louise, who may perhaps be pleased to open the agricultural show of the Six Nations.

Assuring you of the continued, though gradual, improvement of the Indians in this Superintendency,

I have the honor to be, Sir,

Your most obedient servant,

J. T. GILKISON,

Visiting Superintendent and Commissioner.

ONTARIO
WESTERN SUPERINTENDENCY,
SARNIA, 6th October, 1880.

The Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit herewith tabular statement for the past year to June 30th.

I believe it to be, in every essential particular, as nearly correct as can reasonably be expected.

Of the tribes within this Superintendency, the farthest advanced is doubtless the Wyandotts of Anderdon. This tribe having nearly completed their probationary term, expect to be enfranchised during the ensuing year.

I would remark, however, that the large improvements on this splendid reserve have, to a great extent, been made by persons living as tenants under the Indians. When the Indians become enfranchised, I doubt not, large portions of the reserve will in a short time pass into the hands of the whites.

WALPOLE ISLAND

is composed alternately of fine alluvial soil and long strips of marsh. The dry land is very fertile. All kinds of grain, roots and vegetables grow luxuriantly. Apples, pears, cherries, and I believe peaches and grapes, would grow abundantly. When lately on the Island at an agricultural exhibition, some of the specimens of apples shown were of excellent quality, and all were large and handsome. There were also good samples of pears and a few of peaches. The wild plum and grape grow abundantly on the Island; and I doubt not the cultivated varieties would also succeed here, as well, perhaps, as in any part of Canada. A large number of the Indians are industrious, and some of them have really good farms.

THE CHIPPEWAS, OF SARNIA,

have their reserve on the River St. Clair, commencing about $2\frac{1}{2}$ miles from the outlet of Lake Huron. The front part is beautifully situated on the river, and nearly the whole reserve is of excellent soil, but a large portion is wet and requires drainage. The Indians of this reserve are not so industrious as those of Walpole Island. I believe their being so near a town is greatly against them.

The Chippewas, of Sarnia, also own two reserves on Lake Huron, viz.: Kettle Point and Sauble Reserves. These reserves contain together over 5,000 acres, but they have not been divided into lots. In parts of these reserves the land is of the very best quality, whilst very considerable portions are almost absolutely worthless.

INDIAN SCHOOLS.

There are six schools among the Indians within this Superintendency, viz: One among the Wyandotts of Anderdon, two on Walpole Island, one on the Sarnia Reserve, one at Kettle Point, and one at the Sauble. The school on the east of Walpole Island is well attended, and appears to be well kept. The teacher is an Indian, and seems quite capable of teaching. On the west of the Island the school, though regularly kept by an intelligent and experienced teacher, is not well attended, consequently it is of far less advantage than it might be.

The school on the Sarnia Indian Reserve for the last two years has been taught by a young lady. The attendance has been good, and the progress of the pupils satisfactory. The schools at Kettle Point and at the Sauble are taught by Indians. The attendance at both these places is small.

One great hindrance to the success of Indian schools is the want of regular attendance. Sometimes during a quarter many of the children will not be present more than 10 or 12 days. Another great difficulty is, that while they are very properly taught to read English, the far greater portion do not understand the meaning of the lessons they read. I have found in most cases that even the simplest stories were not appreciated.

In order to obviate this evil, I have endeavored to impress upon the teachers the absolute necessity, so far as possible, of getting the children to *know*, not merely the *words*, but the *meaning* of their lessons.

I have the honor to be, Sir,

Your obedient servant,

EBENEZER WATSON,

Indian Superintendent.

ONTARIO.
WESTERN SUPERINTENDENCY, 2ND DIVISION,
INDIAN AGENCY,
STRATHROY, 13th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—In compliance with instructions received, I have the honor to submit, for the information of the Indian Department, with the tabular statement, the following report on Indian affairs, within the 2nd Division of No. 3 Western Superintendency, for the year ended 30th June last.

ONEIDAS, CHIPPEWAS AND MUNCEYS, OF THE THAMES.

Number of Oneidas, 641, an increase of 6 since last census.
" Chippewas, 470, " " 1 " "
" Munceys, 130, " " 1 " "

a very slight increase during the past twelve months.

One of the churches on the Oneida Reserve, was very much damaged by lightning during the past summer, taking one of the ends almost out, breaking all the windows and otherwise injuring the building. The Indians are making strenuous efforts to have it repaired before cold weather sets in. No insurance on the building.

I regret very much to report the death of Elijah Miskokomun, one of the most respected Indians of the Chippewas of the Thames, and one who, for a number of years past, was a very judicious and wise councillor among them. He died during the summer of 1879, of inflammation of the lungs.

I have nothing new to report during the year past, of the progress made by the Indians in agricultural and other pursuits.

Although the attendance at the Indian schools is still far from being satisfactory, yet, considering the distance some of the children have to travel, it is upon the whole pretty fair. Miss Hyndman, who teaches on the Oneida Reserve, and A. E. Jones, who teaches on the Caradoc Reserve, have each established a Sabbath School in their school district, which we hope may result in much good to the children attending them,

I am glad to say that a large uumber of the Indians, of each of the bands, are strictly temperate men, and can resist the temptation thrown in their way by unscrupulous whites; yet there are a number of them who will drink whiskey whenever they can get it, and which they appear to have very little difficulty in obtaining from unprincipled men. While it is made and sold they will find some means of getting it; but to persuade them to tell where they got it is almost an impossibility; as they will not tell if they possibly can avoid doing so.

Generally speaking, these bands are in a healthy condition. There has been no epidemic among them.

The blankets transmitted by the Department last September, for the relief of the aged and infirm of the Chippewas and Muncey bands, were distributed as judiciously as possible among these parties.

The accompanying tabular statement is as complete on statistical matters as it was possible for me to make it, as some of the Indians had to guess, as near as possible, the quantities of grain they had from last year's crop, not having kept any correct account of it.

I have the honor to be, Sir,
Your obedient servant,
THOMAS GORDON,
Indian Agent.

ONTARIO.
WESTERN SUPERINTENDENCY,
INDIAN AGENCY,
HIGHGATE, 14th October, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—In compliance with the request of the Indian Department, instructing me to transmit a report for the year ending the 30th June, 1880, on Indian matters, together with tabular statement for the same term, within my agency, I have now the honor to comply therewith.

I regret that my report will be a few days late owing to a severe attack of typhoid fever, which confined me to my bed for five or six weeks; however, I have taken great care to have the tabular statement as correct as possible.

THE MORAVIANS OF THE THAMES.

The Indians of this reserve now number 271, which is an increase of two since last report. All do not participate in the division of the half-yearly annuity, as some were removed from the pay-list on account of their living in adultery.

In farming and agriculture the Indians are making slow but steady improvement; they are taking a greater amount of pride in having their farms look well, and putting their crops in better, than they have done in former years, and I must say that their crops this year are, in most cases, splendid. Wheat, oats and corn, in many cases, are equal to any raised by the white settlers in this vicinity. Potatoes are also a good crop.

There are not as many acres under cultivation as there ought to be on a reserve like this, where the land is all good, but one great drawback is the want of rail timber, which is the cause of a great portion of the land being left in common.

There are two schools on the reserve. One is supported out of the Indian funds, and the other by the Moravian Church Society.

The schools are well conducted and very well attended, although the school house, under the control of the Indians is in a very dilapidated condition. It is built of logs, has been up some time, and is now in a very bad state, but I believe it is the intention of the band to build a new one next summer.

There is a Lodge of Good Templars, in first-class standing, on the reserve, which I believe is doing a good work; in fact, the most of the Indians are very temperate, and it is only at odd times, such as pay days, when they have plenty of money, that some will indulge too freely in intoxicating liquors.

There are no industries carried on, on the reserve; all depend on farming and their annuity money for a living, and seem contented and satisfied with their present mode of living.

I am, Sir,
Your obedient servant,
JOHN BEATTIE,
Indian Agent.

CENTRAL SUPERINTENDENCY,
INDIAN AFFAIRS,
TORONTO, 19th November, 1880.

The Right Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following report, together with the accompanying tabular statement, showing the progress, &c., of the several Indian communities in this Superintendency for the year ended 30th June last.

There is no material change in the condition of the Indians.

The crops for the year under consideration were rather less than the average, and in some cases the Indians would have suffered privations had it not been for the assistance derived through the other pursuits in which they engage.

THE MOHAWKS OF BAY OF QUINTÉ.

This band now number 889, being an increase of 7 persons, which would have amounted to a natural increase of 17 but for the removal of 9 persons to the Six Nations of Brantford.

During the past year a new school has been opened on the reserve, making the fourth; and I am pleased to be able to report that their schools are fairly attended, and that the teachers are qualified to teach in the public schools of the Province.

There are no other Indians in this Superintendency who take so much interest in educational matters, or whose children are so well taught.

MISSISSAGUAS OF ALNWICK.

This band now numbers 214, being an increase of 4 persons.

There is, I think, some little progress being made in habits of civilization, one cause of which is no doubt a decrease in the use of intoxicants.

There is one school on the reserve taught by a white girl, appointed by the Methodist Missionary Society, but I know very little about the teacher's qualifications or the attendance of the children.

MISSISSAGUAS OF RICE LAKE.

This band numbers 111, being the same as last year.

Some of the Indians cultivate their land in a tolerably satisfactory manner, but the majority do not, and obtain a very precarious subsistence by engaging as boatmen, fishing, gathering wild rice, and in some cases hunting, the women contributing their share by making baskets and fancy bark work.

There is one school taught by a white girl in the employ of the Methodist Missionary Society, to whom she now makes her reports.

MISSISSAGUAS OF MUD LAKE.

This band numbers 154, being an increase of 2 persons. These Indians farm, fish and hunt, and their wives and daughters manufacture and sell large quantities of baskets.

There is one school on the reserve, which is maintained by the New England Company, and the attendance at which is large and more regular than at any other school in the Superintendency. The regular attendance is no doubt owing to the fact that the scholars in attendance are daily provided with dinner *gratis*, and generally speaking the school has done good service.

For some time back, however, the teacher was inefficient, but a change has been made, and it is hoped that it will again attain its former usefulness.

MISSISSAGUAS OF SCUGOG.

There is an increase of one, making the number 42 persons.

The chief and one or two other families are industrious, and cultivate the land and raise fair crops. Several members of this band, however, are addicted to drunkenness, and live in idleness. There is no school on the reserve, the number being considered too small to have a teacher employed specially for their instruction.

It would be greatly to their advantage if they could be removed to Rice or Mud Lake, where they could have the same educational and religious advantages, in common

with either of those communities. I have often endeavored to persuade them to follow this course, and it would be well if the Department could use some means to accomplish the result.

CHIPPEWAS OF SAUGEEN.

There has been an increase of three in this band. It now numbers 353 persons.

A small minority of these Indians cultivate portions of the reserve and live very comfortably; but I regret to have to report that the great majority are shiftless, and depend more upon their money payments from the Department, for a living than on their own personal efforts.

There are two churches on the reserve, a Methodist and a Congregational; also two schools, one at French Bay, taught by a white girl appointed by the Department, who, I am given to understand, gives satisfaction; and the other is taught by a white girl employed by the Methodist Missionary Society. I cannot speak of the latter from personal knowledge (I do not even know her name), but when I recently visited the reserve (at which time the school was not open) I made enquiries regarding it, and was informed that the teacher was a young girl about fifteen or sixteen years of age, and totally unfit for the position, and I am sorry to say that the Indians appear to take little or no interest in the school.

CHIPPEWAS OF NAWASH.

The census of this band shows a decrease of 8 persons. Sickness greatly prevailed among the children last winter; at the present time, however, they are very healthy.

These Indians have gardens and farms, which some cultivate very fairly, but the majority do not. I have used every effort in my power to induce them to turn their attention more to agriculture, but hitherto these efforts have only been partially successful. However, I do not despair, as the more intelligent are gradually being brought to realize the benefit to be derived from a systematic cultivation of the soil. And I am pleased to be able to report that they have materially increased their stock of cattle, and have some very superior cows.

There are three schools on the reserve, but two of them are at outlying small villages, with too sparse a population to keep up efficient schools. The central school, however, is more successful. The teachers are appointed by the Department and paid from the funds of the band.

There are two churches, a Methodist and a Roman Catholic.

CHIPPEWAS OF CHRISTIAN ISLAND.

This band numbers 310 persons, being an increase of 12, and of that number 88 persons reside on Manitoulin Island, and the statistics of whom are included in the report from the Northern Superintendency,

These are a remarkably well-behaved people, and generally of very steady habits.

They farm a good deal, fish, and, during the season of navigation, the young men are engaged in loading timber at the saw-mills on the north shore of Lake Huron, while the old people, women and children, look after the gardens and fishing.

There are two churches, a Roman Catholic and a Methodist.

There is one school teacher, who is an Indian, a son of the resident missionary, and appointed by the Methodist Missionary Society.

CHIPPEWAS OF RAMA.

This band numbers 254 persons, being an increase of one.

I have to speak favorably of these Indians. I think they are making sure progress in farming operations, to which they add hunting to a considerable extent, and the manufacture of baskets, fancy work and canoes.

There is little or no complaint among them.

There is one school taught by a white girl, appointed by the Methodist Missionary Society.

CHIPPEWAS OF SNAKE ISLAND.

There are 133 persons in this band, being a decrease of 3.

The Indians support themselves by farming, and also by working for the farmers on the mainland.

There is one school, the teacher of which is engaged by the Methodist Missionary Society.

The total number of Indians in this Superintendency is about 3,198, being an increase of 19 during the year.

The total amount of money distributed amongst them during the year for annuities, salaries, pensions, &c., was $46,657.78.

I have the honor to be, Sir,

Your obedient servant,

WM. PLUMMER,

Superintendent and Commissioner.

ONTARIO.
NORTHERN SUPERINTENDENCY—DIVISION No. 1,
INDIAN OFFICE,
MANITOWANING, 29th September, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—Herewith I have the honor to transmit tabular statement with statistics of Indian matter, within this Superintendency, for the year ended 30th June, 1879.

The general condition of the Indians has been fairly satisfactory, the crops having been good and provisions plentiful, and not more than the average amount of sickness having occurred. The few cases of real distress which came to my knowledge were reported to the Department, and were promptly relieved by grants of money. The advance which has taken place in the value of furs, has benefitted those Indians who devote themselves to hunting as a means of livelihood, while their gardening operations, although as yet on a very limited scale, greatly promote their health and comfort.

I have reason to believe that the actual earnings by hunting, fishing and quantity of crops raised, are greater than are shown in the tabular statement, the returns in which are furnished by the Indians themselves, and are generally understated by them, under the impression that if the Government knew how well off they really were, their payments might be reduced or withdrawn; the more intelligent Indians, however, seem proud of the large crops they grow and of their prosperous condition.

The settlement of this island and, the opening of taverns, has afforded facilities for intoxicants being obtained by Indians; the liquor is usually furnished by some white man who gives it secretly to the Indians. During the past year twelve Indians have been arrested for intoxication, at this place, and have been committed to the lock-up for various terms, from five to thirty days, but so careful are those furnishing the liquor to conceal their act, that no conviction therefor has, as yet, been obtained.

The power given by the Indian Act, 1880, to search for liquor on Indian Reserves will, I believe, materially aid in putting a stop to illicit drinking amongst them.

A general desire prevails amongst the Indian Bands, that a fishery in the neighbourhood of each reservation should be set apart for the exclusive use of the occupants, and the Indians at Wikwemikong have petitioned the Honorable the Minister of Marine and Fisheries on the subject. The rapid diminution in the quantity of fish, caused by the enormous catch of white fishermen who are furnished with vast quantities of nets and other fishing appliances, and the consequent difficulty the Indian fisherman, provided with only one or two small nets, now finds in obtaining the fish which forms a large portion of the food relied upon to support his family, has brought this matter into prominence in Indian Councils of late.

The repairs and improvements authorized to be made upon the roads in the neighbourhood of Lake Kagawong, have been completed; the amount granted for that purpose ($1,500) having been expended: the worst places have been made passable, and the road, generally, greatly improved.

During the past summer the Indians of Wikwemikongsing have built a commodious church, to replace the one destroyed by fire last winter; a very creditable building has been erected.

The repairs and enlargement of the wharf, the property of the Department, at this place is being proceeded with and will shortly be completed.

A school was opened at Cockburn Island during the winter, an Indian, who had been educated at the Wikwemikong School, having been employed as teacher.

A school has also been opened at White Fish Lake Indian Reserve, and the school at Sheshegwaning, which had been closed for a time has been re-opened.

The building for the Industrial School at Wikwemikong is being proceeded with. I have occasionally visited the school at that place and have been well satisfied with the progress made by the children. I append an extract from a report by the Rev. D. Durouquet, S.J., on the subject:

"The two Industrial Schools at Wikwemikong, on the 30th June, had 78 pupils —34 boys and 44 girls. The boys are taught weaving, tailoring, shoe-making, farming and baking. The most part of them are yet too young to work at any trade, their time is divided between the various exercises of a boarding school. The progress made by such as are applied to the different branches of industry is encouraging, particularly when we consider that the Industrial School is only in its second year. The girls are taught in every branch of industry proper to their condition; as their school has been some years in existence their progress in weaving, sewing and all sorts of house-work, is certainly very satisfactory.

"New applications being made for admittance, it has been found necessary to erect much larger buildings. One for boys, 90 ft. x 40 ft., three stories high, has been commenced during the summer of 1879. Many Indians have been employed under the direction of excellent carpenters, and had a good chance for improvement.

"Only the first story will be completed for immediate use; it contains recreation rooms, dining room, kitchen, etc. The cost to the 30th June amounted to $2,300, $1,500 of which was from the balance of the Ontario Municipal Loan Fund.

"A blacksmith's shop has also been erected, but the furniture is not yet complete.

"It was also found necessary to put up a large addition to the female boarding house; carpenters are at work, and every effort is being made to have the frame raised and weather-boarded before winter."

I have the honor to be, Sir,

Your obedient servant,

JAS. C. PHIPPS,

Visiting Superintendent.

ONTARIO.
PARRY SOUND SUPERINTENDENCY,
PARRY SOUND, 30th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor, along with the tabular statement for 1880, to forward this my report upon Indian Affairs in general in this Superintendency.

With regard to the return of crops asked for in the statement, I have to say that in general I find it impossible to get any reliable information. Last year the early frost so ruined both corn and potatoes that little or none was saved—not even enough for seed,—there was consequently a good deal of suffering in some of the bands; but to some of them who applied, the Department enabled me to give assistance to a certain extent, both in the way of provisions during tho winter and seed in spring, but I made them understand that this assistance was only given under peculiar circumstances, and for this year, and not again to be looked for.

As to the crops this year, I find that some of the bands have done less than usual in that way. This they account for by saying, that, owing to the early frost, they had lost almost all their produce last year, and were unable to get seed in the spring. I pointed out to them that they had made no representation of this to me, that for this year, but this year only, I had been empowered by the Department to supply some seed to some of the bands which had made application, but where no application was made of course no seed was sent. This season again, I fear that early frost has caused much loss in places which, when I saw them in August, promised a good return,—at least such is the report of some Indians I have seen this week.

On Parry Island a fair quantity of land was under cultivation, and will give a good return. As I visited the Island a few days ago and inspected the gardens, I can speak from what I saw. The potatoes are good and safe. A considerable breadth of corn was planted; there is a fine crop of it, and also now safe. A fair quantity of beans was put in, and there is a fine crop. No wheat was sown; but such oats and peas as were sown promise a good return: in short the crops upon Parry Island are good.

Shawanaga.—This band having made application for assistance to the Department, received it, and when I saw their crops early in August they were good; but Chief James, whom I saw the other day, informs me that again the corn has been cut down by frosts, but some places not badly; but that some of the patches which, when I saw them, promised best had suffered most. This I am sorry for, as they really had taken considerable pains with their corn. Such peas as were sown in good time are safe and good, but those sown later are badly touched by the frost. Of potatoes, I think they will have a fair return, as early in August I got good potatoes there.

Henvey's Inlet.—This band also received assistance, but I cannot report so favorably of them. Seed potatoes, as much as they applied for, were sent; but no Indian corn, as they applied for none, although informed that seed could be sent. They had trusted to getting seed from Manitoulin, in which they were disappointed, and consequently but little corn was planted. What corn and potatoes they did plant was in general very carelessly put in, and when that was done the whole band left the reserve and did not look near it for a month: as they left breachy oxen, cows, horses and pigs at large, when I was at the reserve in the end of July, I found but little corn or potatoes left, and what was left was smothered by weeds. In general the only places where a crop could be looked for were some patches in the bush at a distance from the village.

Lake Nipissing.—This band has done less than usual in the way of raising crops; they said they had no seed. I saw some fair corn there, and a few potatoes, but not so much as usual.

Dokis' Band.—None of this band live on their reserve. Most of them are employed by Chief Dokis, who does a considerable trade with the Indians at Lake

Nipissing, but more farther north, where he has two trading posts conducted by his sons. Beside his house on Lake Nipissing I saw some good corn and oats, but not much of either.

Live Stock.—In this there is but little change; not much done in that way.

Schools.—Of these, I am glad to say, there are now three in full operation on different reserves, and a supplementary school on Parry Island has just been finished and handed over to me. I am now looking for a teacher for this school. The average attendance at these schools is fair, and in general the Indians are anxious for the education of their children. I was in hopes to have had by this time a report upon the schools from the Public School Inspector, but when he was in Parry Sound, a short time ago to examine teachers, it was during the holidays, and, therefore, none of the schools were open; he told me, however, that he would visit them in September or October.

At two of the schools the teachers are females; they have been in office now for some time, and give every satisfaction. At the third school there is a male teacher; he has only been a short time appointed, and as it was on a Saturday and Sunday I was at the inlet, I could not examine the school, but the teacher has a good recommendation from the Rev. Mr. Wilson, Sault Ste. Marie, and have no doubt will do well. The Indians seem to take a pride in their schools, and the trustees (Indians), are attentive to their duties as such.

As usual, some of the Indians have been applying to me for assistance to get horses and oxen, and I believe if they had them, more land would be cultivated; but I can only tell them I do not see any way to give, or get them the assistance they ask for.

I was in hopes, from what many of the Indians said, that they would take more to agriculture, but to fishing and hunting they still seem to look principally for their support. During the open season some of the bands work loading vessels and handling lumber, at which those who employ them say they work well, and for this they get good wages; but they do not work steadily at this, and indeed the loading part cannot always be had.

From my own observation, I cannot say that drunkenness prevails among them, as I do not see it, yet I believe more goes on than I am aware of; but I cannot get evidence to convict those selling liquor to the Indians, and it would only make matters worse to attempt a prosecution without being pretty certain of a conviction.

In conclusion, I would say that although no marked progress is to be seen from one year to another, nor indeed is such progress to be looked for, still I think an advance is being made, and being gradual is all the more to be trusted in, and to this I have no doubt the schools will materially contribute; but time must be allowed: The schools have but just been started, and it is only when those who have had the advantage of attending them become older that their effect can be seen.

I have the honor to be, Sir,

Your obedient servant,

C. SKENE,

Visiting Superintendent,

Parry Sound.

NORTHERN SUPERINTENDENCY,—3rd DIVISION,
SAULT STE. MARIE, Oct. 12th, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to forward you my report of the Northern Superintendency under my charge, as requested by your circular.

During the past year there has been very little change to report among my Indians. Crops did not turn out so well as expected, and work was not so plentiful as usual, owing to the closing of the Victoria Mine, which gave a good deal of employment to the Indians on the reserve.

I regret to say that owing to the bad state of health of the Rev. E. F. Wilson, the principal of the Shingwauk Home for Indian boys, that institution has been closed for the last four months, but in the meantime considerable improvements have been going on in the way of enlarging the building.

The two Indian schools, in the Garden River Indian Reserve, have been better attended during the past year, but, I am sorry to say, there is still great room for improvement.

Several councils were held during the year, but nothing of any consequence resulted from them.

I have the honor to be, Sir,

Your most obedient servant,

WM. VAN ABBOTT,

Indian Lands Agent.

ONTARIO.

NORTHERN SUPERINTENDENCY,—4th DIVISION,

INDIAN AGENCY.

PRINCE ARTHUR LANDING, 30th September, 1880.

To the Right Honorable

The Superintendent-General of Indian Affiairs,

Ottawa.

SIR,—I have the honor herewith to transmit the annual tabular statement of statistics of Indian Affairs, for this division, for the year ended 30th June, 1880.

The Fort William Band have this year, for the first time, under instructions from the Department, elected three chiefs. This circumstance has tended to stimulate them to fresh exertions by way of improvement.

They are about to erect a town hall, 20x30, believing that the Government will render them such assistance as will enable them to accomplish their objects. This seems to be necessary, as they frequently meet in council, to discuss matters connected with the interests of the band. Their operations in agricultural matters are limited. Their fishing grounds being ample, they have very little difficulty in acquiring, from that source, a sufficient supply for ordinary requirements.

The chiefs are disposed to use their influence in preserving good order among their people, consequently but few cases of intoxication have occurred during the current year.

They have two schools, one for boys, and one for girls, which are considered to be in a reasonable state of prosperity. These schools have had a good effect upon the young people, as they exhibit an amount of intelligence superior to that of the older members of the band.

The Nepigon Band have superior fishing grounds, the best on the north shore of Lake Superior.

On the south shore, at Big Bay, Lake Nepigon, where a river runs into the lake, the Church of England Bishop of Algoma has established a mission and erected a building 20x30, which is intended to serve as a school-house and church. In making these improvements, they employed Indians to do their work. At Lake Helen, and also at Lake Nepigon, the Indians erected a school-house out of their "surplus destribution fund."

In respect to the small band at Pays Plats, they are in *statu quo*.

The Pic Band, which includes Long Lake, are the most difficult to manage on orth shore. This arises from the circumstance of Long Lake being drained by

the English River, which connects with the Albany River near Fort Henley, the latter river emptying into Hudson's Bay, at Albany Factory. Consequently the Indians there come into immediate contact with non-treaty Indians, north of the Height of Land. At the payment of their annuities this year, I was ably assisted by Judge Laird, the chiefs and an officer of the Honorable Hudson's Bay Company, and have, as far as possible, corrected my old list—it may not yet, however, be quite complete.

As to the Michipicoton Band who are, to a large extent, under the influence and control of the Honorable Hudson's Bay Company, and from whom most of them obtain employment, no changes of importance are observed among them.

There is a general desire, expressed by these bands, to be allowed locations for settlement and to have them defined and surveyed.

I have the honor to be, Sir,

Your obedient servant,

AMOS WRIGHT,

Indian Agent.

EGANVILLE, 27th August, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

DEAR SIR,—I have the honor to transmit tabular statement, with report of Indian affairs within this Agency for the past year, ending June 30th, 1880.

There is not much change to note during the past year.

In farming they have not made great progress, as some of them are old, feeble and sickly, and when they get seed make use of it for food; they have neither horses or implements of much use for farming. A school has been opened, which has made fair progress.

They have improved the roads since they got the tools for that purpose.

I have the honor to be, Sir,

Your obedient servant,

HENRY GEORGE,

Indian Agent.

(*Translation*).

CAUGHNAWAGA AGENCY,
PROVINCE OF QUEBEC,
21st September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit, with the statistical details required, the following report upon the condition of the Indians of this reserve, for the year ended the 30th June last.

The harvest last year was good with the exception of the potato crop, but the appearances this year are very encouraging. Since the spring there has been less poverty amongst the Indians than for the same period last year.

The men have been more frequently employed to run the rapids on rafts.

Since the return of prosperity in the United States, bead work sells much better especially when the Indians go to distant places for this trade. At the present time

there are many men and young persons who have been in California for more than a year. Unfortunately last year two of these young persons, who were peddling bead work, died at Bahama from an epidemic.

Most of the women of this village, gain a scanty livelihood for their families by working by the day, and often a part of the night, to make articles of bead work, for which the merchants more often pay them in provisions than in money. This work is not very remunerative, but it places them beyond absolute want. It is painful to have to say that many of these women support their husbands, who live in idleness; and that it is a recognized principle amongst a great many Indians, that it is the duty of the wife to support her husband.

Money is still scarce in the village, but not so much so as last year; at least this summer no one suffered from hunger, and it is to be hoped that there will be less distress next winter than last. What leads me to suppose this, is, that this year they have sown more Indian corn and potatoes than usual.

The difficulty of procuring the means to sow their lands in the spring, retards the progress of many of them in agriculture. They cannot at all times obtain grain on credit from the farmers of the neighboring parishes, because they have given out publicly that the law exempts the Indians from paying their debts. They even say that one or two of them, on this principle, did not wish to pay a cent to a white who had mowed their hay. This prospect of working without payment is not encouraging. Unfortunately, they have been confirmed in this idea, by a certain individual residing amongst them, who has a certain amount of influence over many of them.

We have not to regret, as last year, any catastrophies due to malice; in the month of May a fire took place—which was probably an accident. But their minds are not yet calmed; the old system of usufruct of the Seigniory seems to have grown out of date. Many of them wish a change.

The poor and idle, who are many, covet the goods of those who by their labor and industry have risen above the ordinary level. If this question is not settled here for some years one can foresee that disagreement will always go on increasing, and will end in acts to be deplored. It is easy, some of them say, to take possession of a piece of land and fence it in, but it is no more theirs than mine. Those who have laid waste the wood on their land, disposing of it for a little liquor, claim to have the right to take that of those who have taken good care of theirs.

Cases of drunkenness were still to be seen during the summer, but less frequently than formerly; thus morals are fair.

The school is not well attended, notwithstanding the advice given to the parents; with the exception of some children who have gone regularly, and have made fair progress, the others attend irregularly and consequently make little progress. Doubtless the schoolmaster does his best, but in addition to the difficulty he labors under of trying to teach children who speak a different language from his own, he has not perhaps the secret of knowing how to attract them to the school, or of making it interesting.

Many Indians of the tribe who are in easy circumstances, or in a manner fortunate, live in first-class houses, and are an example to all the tribe on account of their wise conduct and the advanced ideas they profess. They highly appreciate the advantages of education and instruction; finding their school inadequate they place their children in the first educational establishments, colleges and elsewhere. Their daughters are sent to the best convents. These children make great progress, and much is to be hoped from the advantage which will result from it for the future emancipation of the Tribe of Sault St. Louis, who from the contact with civilization will advance more than the wandering tribes dwelling far from the civilized centres.

The Indians are all Catholics.

For the last year the number of deaths have exceeded that of the births; but it should be remarked that most of the deaths occurred among young children from fever, measles and other similar diseases, whilst amongst the adults the number is not greater than formerly.

It is difficult to state precisely the cause of these deaths among the children; one may suppose that the poverty of the parents, the unhealthy conditions of the houses, and the want of care of some of them.

These are the principal details I can give you, in regard to the state of the village and tribe during the past year.

I have the honor to be, Sir,

Your obedient servant,

GEO. E. CHERRIER,

Indian Agent.

PROVINCE OF QUEBEC.
LAKE OF TWO MOUNTAINS AGENCY,
OKA, 27th September, 1880.

SIR,—I have the honor, in compliance with instructions received in your circular, dated the 20th July last, to submit the following report on Indian Affairs within this Agency for the year ended the 30th June, 1880; also the tabular statement, which contains all available information on matters of a statistical nature.

The crops in general last year turned out as satisfactorily as was anticipated, while those of the present season promise an average yield. This is gratifying to the agricultural portion of the band, who are thus not only amply recompensed for their labors, but also manage from year to year to secure, through this source, a fair livelihood for themselves and their families. It is much to be regretted, however, that so many of them, strong and able-bodied men too, are without lands here, for settlement, especially since it is their oft-expressed desire to abandon their roving life, and settle down permanently to the cultivation of the soil. Meantime these latter subsist chiefly by hunting, shantying, and the manufacture of those wares which are peculiar to their race, such as all kinds of baskets, bead work, and the like, all of which are precarious modes of maintenence at the best. Some of the more expert of them also engage, during certain periods of the year, in making lacrosses, hoops, axe-handles and snow-shoes, for which they find ready sale, and obtain fair prices, in Montreal, Toronto, and other cities in the Dominion. Husbands are ably assisted by their wives in supporting their families.

Their dwellings are now fit for habitation, most of the old ones having this last summer undergone repairs; and here it is pleasing to record on behalf of the Indians their sincere thanks to the Department for its kind liberality in furnishing the material required for that purpose. A number of new buildings have also been put up during the year, while others are in course of erection, notwithstanding the persistent attempts of the Seminary to prevent it. The French people located here, of whom there are a great many, are a source of constant annoyance and trouble to the Indians. They are continually trespassing on their farms, cutting down and completely destroying their sugar bushes, which the possessers thereof have for years carefully guarded, and from which they derive, annually, some assistance through the sale of maple sugar and syrup made therefrom; the Indians inform me that a number of *habitants*, hailing from Montreal and other places in this Province, are, at this present time, busily employed in chopping cordwood and prepairing saw-logs for shipment to foreign markets; while it is currently reported that their number is soon to be augmented by large importations from France, in Europe, for the purpose of cutting down and disposing of all the most valuable timber on this reservation; this the Indians aver they will resist, at any risk, as they will never allow the interests which they claim in these lands to be trampled upon in any such manner.

The local whites go further, and abuse in the most cruel way the horses, cows, and other animals belonging to the band, and execute their vengeance upon them in a variety of forms. The reward of twenty-five dollars ($25) offered by the Department

last fall for the apprehension and conviction of the person or persons guilty of this grave offence, although failing to bring them to justice, has had, at least, the good effect of preventing, thus far, a repetition of such malicious conduct.

These and similar difficulties and persecutions are, however, likely to continue to exist so long as the land dispute, between the Indians and the Seminary, remains unsettled. The Indians are now becoming thoroughly roused to a sense of the great injustice that is being done them, and are resolved to defend themselves and their rights more rigidly in the future. It is well that they are so peaceably inclined and not possessed of a vindictive spirit, as otherwise retaliation, and probably bloodshed would be the result in almost every instance.

The arson case, as you are without doubt aware, is still before the law courts, and what the issue will be it is difficult to foresee. One of the accused, however, was tried and promptly acquitted before Justice Bourgeois at Aylmer in July last; and their counsel, feeling that such a positive result should be taken as a final settlement of the whole case, made application for the discharge of all the prisoners. This the prosecution strenuously opposed, and the consequence is that the untried ones are again held to appear at the same place in January next. It is to be hoped that this unprecedented case will soon be brought to a termination, and save the Indians further trouble and expense.

Referring to educational matters some twenty-five families, residing about four miles from this village, finding it impossible to send their children to the village school, have decided upon erecting a school house in their own neighborhood, where the wants of over forty children, of school age, will be met in the way of learning. Operations have already been commenced, and it is expected that the building will be completed and ready for occupation in a few weeks. It is a commodious one, and will be useful for other purposes as well.

Regarding the moral and intellectual *status* of the band there is nothing special to note, except that there is room for improvement.

Their sanitary condition is about the same as reported last year, and with the exception of a visit from the measles last winter, which proved fatal in a few cases, there were no epidemics among them during the year.

The use of intoxicants is of rare occurrence among them, and the Indians are quietly disposed, and on the whole well behaved.

The moneys and blankets transmitted by the Department during the year, for the relief of the aged and infirm members of the band, were disbursed as judiciously as possible, as was also the seed supplied last spring, all of which were much appreciated by those who received them. There is a good deal of difficulty attending distributions of this kind, from the fact that the entire band consider themselves justly entitled to a share therein. The $912 granted by the Department, last winter, towards the purchase of lumber and nails to repair their houses, was expended to the best possible advantage in procuring the same; also the $100 grant for seed.

The decrease of 25 in the population of the band, since last year, is owing to the recent removal of some three or four families to other parts for the winter season.

I have the honor to be, Sir,

Your obedient servant,

JOHN McGIRR,

Indian Agent.

PROVINCE OF QUEBEC.
ST. REGIS AGENCY,
DUNDEE, 30th August, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—According to instructions in your circular of the 20th ultimo, I have the honor to transmit the tabular statement together with this report.

There are no material changes to report of the condition of the Indians, or their affairs, within this agency since my last report.

The increase during the year is twenty-three, making in all one thousand and thirty-seven.

The disagreement mentioned in my last report as existing between the chiefs, was amicably settled at a council held lately, and a general hand-shaking took place between them, as well as those present belonging to the two parties; it is to be hoped that the arrangement will be permanent, for they caused more trouble by their conduct than all the rest of the band.

At this time the village of St. Regis is almost depopulated, as the Indians are nearly all away in different sections picking hops, and a number are employed not a great distance from here, as well as in the United States, in peeling bark.

There is a white man stopping near the province line on the American side, who once lived on this side but had to leave, who keeps liquor and sells to the Indians. The American authorities have not done anything to put a stop to it as yet, but I understand that the State Attorney has been notified of the fact, and it is to be hoped that a stop will be put to his unprincipled proceedings, as it causes trouble on this side. I have been informed that the Indians, on both sides of the province line, intend building a lock-up on the line, to be used by both parties, to lock up unruly drunken persons. With the exception of two or three Indians, who make considerable noise when under the influence of liquor, peace and quietness prevail in the village, as much so as in any other village.

There are some small Islands, of from three to six acres, in Lake St. Francis, below the village of St. Regis, that are of no material benefit as they are to the Indians (nor do I think they can, as far as they can be used for agricultural purposes, be of any use) that might be rented, as there are numerous applications for some of them, by parties who wish to build cottages on them for summer resorts, and would do the islands no injury; but the chiefs will not consent to having them rented; and the only reason that I can give is, that, they cannot get the rents into their own hands, instead of having it go into the general fund of the band.

The Indians of Cornwall Island wished to get up some regulations for the impounding of cattle trespassing; seeing that the island was in the Province of Ontario, and lying immediately opposite the Township of Cornwall, after corresponding with the Department in relation to the matter, I wrote some regulations in accordance with the by-law of the said township regarding cattle, which were submitted to them for approval. I received notice that a council was held on the 4th instant and they failed to pass the regulations, as they state, "on the ground that it is impossible to furnish a good fence as the law requires." So the matter stands at present.

The schools for the past year continue about the same; they are not attended as they ought to be, considering they are so well furnished with all necessary appliances for learning. Those who attend do not continue long enough at school to be materially benefited thereby.

The Indian church at St. Regis is still unfinished, and looks very bare in the inside. As there will be quite an amount of arrears of rents to be distributed among them before long, they should apply some of it for that purpose. They some time ago purchased an organ for the church, but find some difficulty in paying for the same.

I have read in stories that Indians have a very retentive memory; it may be when you do them an injury, but there are some things they do not seem to remember.

If there is anything they want, or wish to have done, and they are told they cannot get it or it cannot be done, with white people that would end it, but with them they will bring the same up again and again, whether they forget the answer that has been given them, or they think the continual asking will accomplish their wants, I do not know; another thing is that it is very difficult to make them understand anything they do not like or that does not suit them.

I have the honor to be, Sir,

Your obedient servant,

JOHN DAVIDSON,

Indian Agent.

PROVINCE OF QUEBEC,
ABENAKIS, VILLAGE OF ST. FRANCIS,
COUNTY OF YAMASKA, 19th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit to you my annual report concerning the affairs of the Abenakis Tribe of St. Francis, together with the census and tabular statement, for the year ended 30th June, 1880.

It would appear from the census that there is a decrease of 28 in the population, but this is explained by the fact that 29 persons not entitled to be entered in the census, such as white men married with Indian women, &e., &c., had been included in the previous census who are excluded from that of the present year; if they were counted in this last mentioned census, it would show an increase of one soul for this year.

I will simply refer here to the difficulties which have arisen during this last year among the members of the tribe, leading to a division of them into two parties respectively, complaining of the bad administration, &c., of the Chiefs. This subject is well known to you, as action has been taken in the matter by the Government in instituting an inquiry, which I have held as requested, and which I hope to be able to report on to you in a short time. I am happy to say that the kind of animosity created by these troubles among the Indians, although it has not completely disappeared, has been considerably lessened by the lapse of time.

There is a point on which I am particularly happy to report favorably to you: it is the generosity with which the whole members of the tribe unite together to support and help those among them who are in need, either by sickness or poverty; they then forget all hard feelings, to obey only the voice of mutual charity.

As usual, I have to say that the progress in agriculture is very limited.

In conclusion, I may add that the returns of the hunt are yearly decreasing, but I can say that there is some marked progress in the manufacture and trade of the industrial works of the members of the tribe.

With respect to teaching, I am sorry to have to say that the deplorable apathy of some of the parents in neglecting to send their children to school is, to-day, as in former times, much paralyzing the progress of education, although I must, in justice, state that the constant efforts of our teachers have proved successful in producing some improvement, in this important branch of the affairs of the tribe.

I have the honor to be, Sir,

Your obedient servant,

H. VASSAL,

Acting Indian Agent.

(*Translation.*)

VIGER AGENCY,
RIVIERE DU LOUP,
26th October, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit my report to 30th June last. A tabular statement was sent you last month.

Sickness was prevalent amongst these poor Indians for a portion of the year, without being epidemic.

There were ten deaths during the year.

Their povery is very great, they subsist for the most part by hunting and fishing, which scarcely amount to anything, as you will see by the tabular statement.

As I had the honor to remark in my report for 1877, the Indians do not wish to return to the St. Francis Reserve; the small houses I got them to erect there are in ruins, the boards, doors, windows, etc., having been removed to shelter them at Cacouna or elsewhere.

None of the band do any farming, with the exception of the widow of Paul Joseph, of Viger; she has built a small house, which is pretty comfortable, and raises nearly enough for her family.

All humbly submitted.

I have the honor to be, Sir,

Your obedient servant,

ANT. LEBEL,
Indian Agent.

(*Translation.*)

PROVINCE OF QUEBEC,
LAKE ST. JOHN AGENCY,
13th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor, according to your instructions, to transmit my report for the year ended 30th June last, with the tabular statement.

Since my last report there is no perceptible progress to notice, in their farming and manner of living.

Their harvest last year was only middling, the cold in the beginning of September injured it greatly; this year's crop promises better.

Their hunt was fair this spring; if they would be more self-denying, and more economical in their purchases, they would certainly suffer less distress; they are the same as other Indians, without thought for the morrow. Next year I hope that the traders will sell nothing on the reserve, they would then have less chance for extravagance.

Suits have been commenced, and are still going on, against the whites who reside amongst them. These ejectments are troublesome, make enemies, and there is much difficulty in arousing the Indians to vindicate themselves. I hope that in a short time we will regain our former tranquility.

I am happy to say that my Indians have worked well in keeping in repair the roads your Department made them construct two years ago. The whites have all been surprised, they did not expect such a result; this system of employing them to work

for themselves would have a good effect, if it was adopted for farming purposes their reserve would soon be cleared and nearly all occupied and farmed by them.

Notwithstanding the good advice of their missionary, parents are indifferent about sending their children to school.

The census is 268 souls, showing a decrease of 15 since last year.

The money received during the current year, has been disposed of for the assistance of the sick, widows, infirm and orphans, and for the purchace of seed grain.

I have the honor to be, Sir,

Your obedient servant,

L. E. OTIS,

Indian Agent.

(*Translation.*)

PROVINCE OF QUEBEC.
COUNTY OF BONAVENTURE, RESTIGOUCHE MISSION,
CROSS POINT, 5th October, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to send you, to-day, the report asked for; the delay in sending it has been unavoidable.

The Micmac Indians, of the mission of Ste. Anne of Restigouche, now devote themselves much more to the cultivation of the land than they formerly did. The decrease of game and the loss of the fish are the two causes which appear to have forced them to it. Unfortunately, the land fit for cultivation is commencing to be so scarce on the reserve that new families have much trouble in procuring a small piece. The small quantity of land held by many families prevents them raising hay, making it impossible for them to keep cattle.

During the summer months the liquor sellers have always been the cause of the ruin of many families. Now, with the assistance you have been good enough to grant for a lock-up, there is everything to hope that the law will be more respected.

As the Department of Public Instruction no longer continues the grant to the Indian Schools, it will not be possible always to keep the school in operation during the ten months of the scholastic year. Moreover, it will be necessary, from the present grant of the Indian Department, to see to the keeping of the school house and furniture in repair.

The tribe seem to be very tired of keeping repaired, chiefly for the use of the whites, the Cross Point road, which crosses the reserve. They neglect it very much, giving as a reason that they ought to have part of the seigniorial tenure money and also the money collected upon the reserve for taxes.

I remain, Sir,

Your very devoted servant,

OCT. DRAPEAU, Ptre.,

Missionary.

COUNTY OF OTTAWA,
PROVINCE OF QUEBEC,
MANIWAKI, 11th October, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit you herewith, tabular statement showing the census, progress in agriculture and other industries, &c., of the Indians under my supervision during the past year. I have endeavored to make the figures as correct as possible.

There is a marked decrease in the population, which is principally owing to the number of deaths from small-pox. In accordance with instructions, and as a part of my duty, I have used every effort to induce the Indians, belonging to the River Desert Band, to settle on and cultivate the lands on the Maniwaki Reserve, and have strongly urged on those who have been making improvements to persevere. I am happy to state that my efforts have not been in vain. Several of those who had already settled on the reserve have made considerable "clearings" during the year, and several, who never before occupied any land, have settled down and made some improvements. As a rule, the most of the Indians on the reserve have devoted more time and attention to the cultivation of the soil, during the past year, than they have hitherto done.

I continue to urge upon them the necessity of procuring good cattle, which, when properly trained to work, would be of incalculable advantage to them in clearing new land, ploughing, &c., &c. A few Indians, acting on my advice, have purchased some young steers, and several others have promised me that they will also do so as soon as they can dispose of their farm produce in the fall. To guard against imposition or over-charge, I have instructed them not to close any bargains without consulting me, so as to give me an opportunity of inspecting the animals.

I distributed the seeds in the spring as carefully as possible among the Indians, giving to each one in proportion to the area of land under cultivation, and took particular pains to see that the seeds were properly planted. Some of the Indians arrived from the woods rather late in the spring to get their seeds planted in good season. On the whole, the crops on the reserve are considerably over the average; the yield of potatoes particularly has been much larger than usual.

The want of a better communication to the reserve is a great drawback. The main road is in very good condition, but there are no roads through the interior, excepting that portion which was made during the summer, from the main road as far as the Bitobe Creek. The work on that portion of the road was, according to your instructions, performed by the Indians. I was agreeably surprised to see how well they worked. The continuation of this road, as far as settlement extends, would open up one of the most fertile belts of land on the reserve; besides, it would benefit many Indians along that route, who have no other way to get out to market, or any other business, in summer excepting by canoe. The extension and completion of this road will also have a powerful tendency in inducing many Indians to settle along it.

The fur-bearing animals are rapidly decreasing, and many Indians who followed the chase, as a means of obtaining a livelihood, have now abandoned it altogether.

The Tête-de-Boule Indians are decreasing very fast; they lead a wandering life, and nearly all of them live by the chase. They visit the reserve periodically, and when the limited means they bring down with them, in the way of furs or moose moccasins are exhausted, they return again to the woods. I was particularly anxious to get some of those people to settle down on the reserve, in hopes that others of their tribe would be more easily induced to follow their example. I succeeded in getting two families of them to commence making improvements. The breaking out of small-pox amongst them greatly interfered with my scheme.

You are already in possession of all the facts in connection with the spread of small-pox among the Indians in my agency during the summer. A few observations, however, may not be out of place. As soon as the disease began to spread, the Indians became very much alarmed, particularly the Tête-de-Boules, who hastily

moved up the Gatineau towards their hunting grounds. They had not proceeded many miles when several of them died. The first five victims were decently interred by a Tête-de-Boule Indian named Jocks Keskenoyuet. The survivors hastened onwards, but before they had got north of the Baskating, fourteen more of them died of the fell disease, which had haunted them throughout their panic-stricken flight. All these were left unburied, their friends having deserted the bodies. The situation of the Tête-de-Boules at this time was very critical, as with small-pox making ravages amongst them, and their supply of provisions exhausted, they were reduced to a very destitute condition. As soon as the true state of affairs was reported to me, and acting under your instructions, I despatched a relief party in charge of Mr. Paul Riel to administer to their wants and supply them with provisions. Mr. Riel was familiar with the geography of the Upper Gatineau, and was well known among the Tête-de-Boules. His mission was a success. On his return he reported that he had visited all those in distress, relieved their immediate wants and interred all the deserted bodies. He also reported only one case of small-pox among the Tête-de-Boules when he left the Baskating. An Indian named John Baptiste Tonio, arrived from the Upper Gatineau a few days ago; he reports that three Indians had died of the disease after Mr. Riel's visit, but that the survivors are now all quite well. The Indians are very grateful for the relief sent them. To check the spread of small-pox on the reserve, I had all the uninfected Indians vaccinated, and the dwellings disinfected where disease had existed.

The death of Michel Apigon, one of the chiefs of the Desert Band of Indians (the particulars of which I have already reported to you), who was killed in a row between some whites and Indians at Maniwaki, on the 7th July, for a time seemed to mar the harmony which had hitherto happily existed between the two races in this locality. The Indians were very much agitated over the loss of their chief, and seemed desirous of retaliating. I told them that they must not violate the law, and to leave the matter in my hands, and that I would speedily have the accused parties arrested and brought to justice. They hinted that the law was partial and in favor of the whites. Their idea of partiality in the administration of justice arises from the fact that all persons committed to Aylmer Gaol for various crimes and offences from this section of the Gatineau Valley, for the last fifteen years, were all acquitted excepting two, and it so happened that those two were Indians. To disabuse their minds on this point, and to inspire them with confidence in the integrity of the law, I lost no time in making arrangements for the speedy capture of the accused, one of whom had fled up the Desert and the other up the Gatineau River. In a few days they were arrested and safely lodged in Aylmer Gaol, to stand their trial at the next Court of Queen's Bench. The successful capture and imprisonment of the accused had a good effect on the Indians, and helped to create a healthy sentiment of respect amongst them for legitimate authority.

I regret very much to state that the liquor traffic among the Indians in my agency has not decreased. I have endeavored to check the evil but have failed, as it is impossible to get such information as will secure the conviction of the offenders. The Quebec Government are, to a very great extent, blameable for this state of affairs, as they increased the number of licenses to sell liquor in Maniwaka Village during the year, although they had been petitioned, and earnestly requested not to grant any, by the most respectable portion of the community in Maniwaki and vicinity.

Owing to the existence of small-pox, the number of children attending the Maniwaki School during the summer was very much below the average; I expect, however, in a short time, when all danger of the disease shall have passed away, that the parents will send their children to school again, as usual.

I have the honor to be, Sir,
Your obedient servant,

CHAS. LOGUE,
Indian Agent.

(*Translation.*)

PROVINCE OF QUEBEC,
COUNTY AND DISTRICT OF SAGUENAY,
NOTRE-DAME BETHSIAMITS,
20th September, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor, as Superintendent of the Montagnais Indians, to submit for your information a tabular statement with my report, containing information collected by me, the result of observations made during my visit amongst the different bands under my care, who live at Grande Romaine, Natashquan, Mingan, Seven Islands, Godbout, Escoumains, and the Reserve of Notre-Dame Betsiamits.

GRAND ROMAINE.

I met with 31 families, 3 widows with children, 1 orphan girl and 2 orphan boys, 13 families whom I did not see were then in the woods, the total number are estimated at 171 souls; next year I hope to give you a correct census, as I know they will be glad to meet their agent.

Charlie Lafontaine is Grand Chief; they all live in wigwams of birch bark; the result of the hunt was small last winter, but there is not much poverty, those that are better off assist the poor. I had no annuity to distribute amongst them; they say they would be very glad to receive it like their other brothers.

There was no sickness. There were some cases of liquor having been supplied by a trader of the neighborhood, but as there was no Magistrate on the spot to make him pay a fine, I had to content myself with giving him a good lesson, which I hope will make him more careful in the future; but, unfortunately, other roving traders can supply their wants.

At present Grande Romaine will be the great rendezvous for all the Indians, from St. Augustine to the east of Natashquan. I know that this will be the best place for them on account of the game and seal in the summer,—it is also what they wish.

These Indians are all Catholics: their missionaries will build a chapel next spring. The Hudson's Bay Company intend to establish a store there for the Indians. I am very glad on their account as it will, perhaps, be the means of driving away the traders who demoralize so many of these poor Indians.

I have talked with them and advised them to fish for cod while they are at the sea; they are pleased, and will be disposed to do so; they already have six boats, but they will require lines, hooks, salt, barrels, and a seine for *capelin*, and a wooden building for storing their fish; two herring nets would also be of great assistance; by this means they could live well in the summer. They wish to have the River Grande Romaine to fish for salmon and trout; they ask your Government to be good enough to give it to them, and supply them with nets.

No farming can be done there, not even for potatoes; the soil is only sand and rock, called *plaqué*, covered with moss; wood is scarce, and what there is, small and stunted; the spring is late, autumn early, the climate is cold—it freezes every month during the summer, so the settlers on the coast say. At the time of my visit, the 17th and 18th June, ice and snow was still there, and it was very cold.

These Indians complain that the whites wrong them, by preventing them from hunting the seal on the ice in the spring, either by driving them away or ill-treating them, as at the Bay of Mansohonache, Point Marier, and at Wattohiakastic to the east of Grande Romaine.

These Indians go a great distance into the woods; they usually arrive here from their hunting grounds about the first of June, and return by the end of July, and then they all go to the woods, old as well as young, widows, &c.

NATASHQUAN.

I met with 18 families and two widows, 83 souls in all.

While passing there on the 16th June for Grande Romaine they were all in the greatest misery, some of them had not eaten flour this Spring, they were dejected, badly clothed, and it was painful to see them ; I at once distributed the $75 that you had given me, in provisions, powder, shot, caps, and some clothes, which made them more cheerful and pleased with the assistance coming at that time. I went on to Grande Romaine, and on my return to Natashquan I visited all these families and took the census, as above ; they had no chance during the winter of hunting for furs and game, nor for seal on their return to the sea, which was the cause of their suffing from hunger. At present there is nothing for them to do at Natashquan. They say they are too many white settlers on their hunting grounds. I think that this is the case. They have two useless boats, no house nor chapel, and the Hudson Bay Company have withdrawn their stores on account of the traders, which is an additional misfortune. They all wish to leave the place, and to settle with those of Grande Romaine. After having seen their great poverty, I have advised them to go to their brothers at Grand Romaine, where they would have game and seal while waiting to return to the woods, and they could fish for cod next year, unless your Government will give them the River Natashquan for salmon fishing ; I know that it is your intention. I will be very glad to fish the river on their account, or lease it, for they are incapable of utilizing the product of it. If I had the river I would take a Reserve for them next year, wood is convenient, and they could remain in their respective places ; but there is no farming to be done, the land is unfit for cultivation, the climate is cold.

There is no sickness, nor have I been able to learn of any serious cases of drunkenness amongst them, for a very good reason—they have no money to buy liquor; yet there, as elsewhere, traders of that class are not wanting.

MINGAN.

I met with 32 families, 9 widows, 3 of whom had children, 1 orphan boy, 5 orphan girls, in all 145 souls. Minthemum is under Chief.

Mingan, one of the oldest posts of the Montagnais, has a good harbour. I visited this post the 25th of June, and immediately went over the place for land for a reserve.

They had a middling catch of furs ; there is little distress amongst them, with the exception of the aged, widows, &c., to whom I made the payment of the grant in provisions.

There is no contagious disease, only ordinary complaints. They live in cotton tents, and wigwams of birch bark ; they have a good chapel. Formerly they lived in two log cabins (or rather camps) ; at present these are no longer serviceable.

These Indians go early in the fall to the woods, and return late in the spring. They are now all in the woods for the winter, with provisions advanced them by the Hudson Bay Co. They have no land at all ; besides, the land is unfit for cultivation. They much prefer the woods, it is their nature.

Following your instructions I counselled them to fish, which they are disposed to do; they have two boats, but there are no cod at Mingan; they all wish to fish for salmon, had they a river; they address your Government to give them the River Mingan.

The Hudson Bay Company have a good store there for the necessary requirements of the Indians, if they wish to profit by it. At Mingan, as elsewhere, they spend too much of their time with traders, which is bad for them ; it is one of the causes of their present poverty.

At the time of my visit I had not a single case of drunkenness to deplore ; all the traders were on their guard, but in the absence of the agent they always find the means of bringing in these wretched liquors, for what reason ? to attract the sympathy of the Indians so as to be able to deceive them,and to obtain their furs at a small price

I was obliged to spend eight days at this post waiting for a passage. During this time I was always with the Indians, counselling and encouraging them.

Seven Islands.

I met with fifty-two families, six widows, of whom four had children, and three orphan girls, in all 260 souls.

The greater number had a middling catch of furs, and had sold them to the Hudson Bay Company and to traders to pay their last year's advance.

I had sent them forty bushels of potatoes to sow, but they did not sow any, they ate them, saying that the Queen was very good to have sent them potatoes. The land is not fit for eultivation, like all the other places on the north coast below here.

I distributed the balance of the grant to the poorest, in provisions, for there are always poor people amongst them.

During the winter, while in the woods, a family was found in distress without provisions; nothing at all to hunt; the man died of hunger; the family was assisted by other travelling Indians.

The Indians at Moisie are the same as those of Seven Islands. They have never had a post at Moisie. In future I will only speak of the Indians of Seven Islands. For example, the River Moisie is the channel of communication for those who direct their steps towards the interior; they dwell in cotton tents and wigwams of birch bark; there is only one old house there, a chapel, a store of the Hudson Bay Company, and they have three worthless boats. Next year they say they will fish for cod if they have the means, lines, hooks, salt, a seine for *capelin* and good boats; they also ask for a place to fish salmon. I have seen no other place than the Moisie for that purpose, but the river is leased to Mr. Holliday. Going along the Moisie the Indians often ask for salmon from Mr. Holliday; he never refuses them, which is an act of charity on his part.

The Indians would be better pleased to have a river for salmon fishing than to have the grant, for they say they could all share equally. Of late years the grant given them by your Government appears to me to have been badly distributed by Chief Minpartenmire Merrick; he lacks energy, but is overbearing and pretentious. He shares the grant with his large family and principal friends, who usually spend their time at Moisie while they are at the sea. Such are the Moisie band.

There is no sickness among them. There is plenty of liquor at Seven Islands, all the resident traders have it, and many of the travelling traders also furnish their share. I was obliged to remain fifteen days, while the Indians were all assembled for their mission, in order to prevent drunkenness; the greater number listened to me. At this time I made a deposition against one of the traders of the place for selling liquor to the Indians. I hope the magistrate, when he goes to Seven Islands, will fine him. This would have a good effect and be an example for the future.

Godbout.

I met with 4 families, 4 widows, 3 with children, in all 31 souls.

At the time of my visit they were not in distress, nor sick.

The number of families appeared to have decreased; many had gone to Seven Islands and Bethsiamits.

They have a good chapel, and three well kept houses, but they always like to have a wigwam near their houses.

In the spring I sent them 40 bushels of potatoes; they sowed a good part of them; they failed either on account of their bad quality or from the bad soil, or the climate; they looked badly and promised a small yield. The Indians told me that the potatoes never ripened there, and that they spoiled in the winter.

As they could live this summer without distress, I did not give them much. I kept the balance, which I will distribute to them this autumn in flour, which will be a great assistance in the winter for the aged and widows who remain at the sea.

There is only one merchant trader in the neighborhood. At the present time, I do not know of a case of drunkenness ; these Indians are more sober than elsewhere. There is very little hunting to be done at Godbout. The whites injure them. Even last winter a Canadian maltreated one of these poor old Indians, disputing his road to the hunt. This Canadian was prosecuted for the assault. The land they have always occupied from time immemorial is nearly all stripped by the neighboring families.

Escoumains.

I met with ten families and one infirm old widow, in all 50 souls.

Escoumains is an old Indian post. In winter the Indians hunt for furs and seal; sometimes they also hunt seal in the summer. They make snowshoes, which they sell to the whites. The women make sealskin tobacco-pouches and moccasins of cariboo and sealskin, worked and embroidered in silk, which they sell to the whites.

They have five small houses, in good repair, and are neat in their dress. They have no chapel, they attend the chapel of the whites.

They have no land for a reserve; they occupy a property now granted to Mr. E. Vachon. These Indians have occupied this land for more than 30 years. The proprietor would part with it at a low price. If your Government wishes to buy it, the Indians ask for it; it would make them a small reserve. In addtion to this, if your Government would give them potatoes and grain, which they could sow next spring, it would assist them to live. This land would be easy to cultivate; seed would grow easily. This small band has never had a grant; they would be very thankful to have one.

Some of these Indian families go to Tadousac during the summer, where they can more easily dispose of their work to tourists who visit the place at that time. They are civilized and well conducted, the greater number are sober; the liquor sellers are on their guard. I cautioned them all, at the time of my visit, in the month of August last, and I hope it will have a good effect. There is no sickness among them.

Reserve of Notre Dame Bethsiamits.

I was not able to take a correct census at Bethsiamits; a good many families had gone to the woods at the time of my return from the lower posts. I hope to give you a correct one next year. I counted about 520 souls.

Jean Baptiste Estlo is Grand Chief, and is very respectable.

I bought 322 bushels of potatoes for them; they only sowed about 25 bushels, and ate the rest; potatoes do not mature here, and what are gathered in the fall spoil in the winter for want of ripeness. The spring is late; the Indians usually arrive from the woods in June, and return in August; this is the reason why they plant little.

The grant sent me last spring I distributed, some of it to the most needy; with the exception of the potatoes, they would be able to get through the summer. This autumn I will distribute the balance to them, which will be of great assistance for the winter, for many widows, old people, orphans and infirm persons remain on the reserve.

The Indians of this reserve are generally well clothed and have 28 houses, in bad repair, still they are fit for them ; they also have a good large chapel.

They have had no contagious disease this summer.

The absence of traders from the reserve has been productive of good; there is more quietness, but a good deal still remains to be done, for the reserve is surrounded by traders; they will require continual watchfulness for liquor—notwithstanding that drinking seems to have diminished the Indians still often obtain liquor, and just now it is impossible to find out from whom they get it; but I must speak in favor of the agents of the Hudson Bay Company, who never give a glass of liquor to the Indians.

On the 27th of March last Mr. Matheson, of the Hudson Bay Company, distributed gratuitously 17 barrels of flour to the widows, orphans and aged, which saved them from misery; this is a further benefit of the Hudson Bay Company.

A school on the reserve would be of great good; there are always enough children left behind during the year to attend the school; it would be a good example to the children, whose parents are so demoralized. Now there are scarcely any salmon in the River Bethsiamits; they only took about 30 salmon this summer; this is owing to the noise of a saw-mill, a steamboat, and the running of the logs on the river, and by their boat poles used for going up the river, the workmen of the mill disturb all the places where the salmon deposits its spawn; this increases the distress of the Indians. The catch of furs and game has also grown less.

Two poor Indians died from hunger, during the winter, in the woods, *whilst hunting;* their families were assisted by other Indians.

General Remarks.

So far, some with exceptions, I am satisfied with the Montagnais Indians of Grande Romaine, Natashquan, Mingan, Seven Islands, Godbout and Escoumains; they were very pleased to see me, and are thankful to the Government for having given them an agent to look after their interests, and have listened to the advice I have given them on the part of the Government. But this is not the case with the Indians of Notre Dame Bethsiamits; they are generally drunken, demoralized, proud and suspicious. I attribute this to the traders, who supply them with drink and give them all kinds of bad advice; these traders also do their best to set them against the agent and even against their missionaries. I know two of the principal of these traders, whom I will willingly name if I am allowed; these traders do all they can to enlist the sympathy of the Indians in order to obtain their furs.

The loss of the salmon fishing on the coast, has been the cause of much suffering to the Indians, and the great number of whites or farmers stationed on the coast are masters everywhere; they take much of the fur, seal and game, depriving the poor Indians of so much that it injures them.

The Indians only hunt to feed and clothe themselves, and not to make money; as long as they live from one day to the next they are satisfied; they are generally generous among themselves, the better off assisting the poor.

The grant given by your Government to each post for the Indians, from what I now know, has been judiciously distributed except at Seven Islands (or Moisie), where Chief Minpartenmire Merrick kept it for his family and some of his friends, as I have before remarked in speaking of Seven Islands.

I am informed that if the Indians had never left off trading with the Hudson Bay Company, they would still live well and would want for nothing; it is on account of their paying too much heed to traders, who deceive them in every possible way, that the Hudson Bay Company make them little advance now.

At Mingan, Seven Islands, I saw few potatoes sown. I asked the agents at the posts why they did not sow more; they said, see for yourself; the land is unfit for cultivation; it would require much manure, and other soil than rock, and a milder climate. Potatoes would freeze every month of the summer, and would not ripen, and would rot in the winter. At Point Esquimaux, likewise, in reply to my request at the time of my passing there, I was told that more than 2,000 bushels a year were brought down for the requirements of the place.

My opinion is, from the experience I have had for a long time on the north shore of the River St. Lawrence, that it is useless for the Indians to farm when the whites do not attempt it. Should the Indians farm it would cost your Government more than they would make by it; beside, these Indians go so far to their hunting grounds, that it is necessary for them to leave early and return late in the spring, having to wait for the ice on the lakes and rivers to melt, and for the water to fall in the rivers before returning. They are usually ten months on their trip. It is easier for them to live in the woods; it is their nature. I believe hunting to be their greatest interest.

During the time they are in the woods they are not exposed to demoralization, nor to contagious disease.

The Indians are by nature nomadic. Certain posts seem to have grown less, while others have increased, but this only by the change of some families who remove from place to place. The Montagnais are a roving tribe.

It is impossible for me to give a statement of the quantity of furs taken, as the Indians sell the greater part of them to the traders. Perhaps I may be able to give you an idea next year.

At present the Indians are all in the woods with the necessaries for the winter, that is, all those who can hunt.

I took it upon myself to take to Beauport Asylum, at Quebec, an old Montagnais woman who was crazy and out of her mind. I was not able to watch her here, and I feared that the Indians would abandon her. At the same time I took an orphan girl to the Convent of the Sacred Heart at St. Sauveur de Quebec, that the good Sisters might keep her.

I hope that your Government will give me something for these expenses.

I have the honor to be, Sir,
Your very obedient servant,

L. F. BOUCHER,
Indian Superintendent.

Bear River, 11th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

Sir,—I have the honor to submit, for the information of the Indian Department, the following report and tabular statement:—

I found the year ending 30th June, 1880, one of the hardest I have ever known; the low price of furs, and also porpoise oil, I suppose, had something to do in making the times hard, as hunting and killing porpoise are the two principal industries that the Indians of my agency engage in, and when the price of oil and fur are good, there are many that can really make a good living; but as the Indians never lay by a dollar, they are sure to be in trouble the first approach of hard times. I had an unusually large number of aged and helpless to care for last winter. The way I managed this was to allow a certain amount weekly to families that would board them; by this means I managed to do a great deal of good; these old people always very grateful for help when it is so much needed; quite a number of them died during the winter. I cannot report any marked improvement in farming. The Micmac was never intended for a systematic farmer; those that plant, do so in small patches, raising barley enough to get them through the winter; potatoes are the only thing raised to amount to much.

The reserves are very rough, almost covered with granite; there is excellent grazing ground on the reserve which the Indians hire annually to the white people; this, I consider, is the best use we can make of it at present.

I can see a marked change in the children that attend school; when these attain to the years of man and womanhood, we may reasonably expect improvements that we look for in vain at the present time.

The moral character of the Indians, as a general thing, is quite as good as can be expected, when the manner in which they are brought up is considered. I regret to say that, notwithstanding the stringency of the liquor law, there are in many cases a too free use of ardent spirits, which always has an immoral tendency.

I have the honor to be, Sir,
Your obedient servant,

JOHN HARLOW,
Indian Agent.

INDIAN AGENCY No. 2,
CORNWALLIS, KING'S COUNTY,
NOVA SCOTIA, 30th August, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to send you, by to-day's mail, a tabular statement of Indian Affairs in this Agency for the past year, ending June 30th.

I do not pretend that it is strictly accurate, but approximately near the truth.

The increase in population is caused by the influx of several families from adjoining counties.

In the column for Decrease, the seven deaths which have occurred are not counted in.

The land (ten acres), purchased at Cambridge, is the only Government property, strictly speaking, in this agency.

The land on which Mr. Glode resides ($1\frac{1}{4}$ acres) was purchased by Father Holden from Knowlan, and the consideration money paid, but whether from Government funds or private, I cannot say, but have taken steps to ascertain the truth, and will apprise the Department of the result.

There is little or no sickness among us at present, and I am supplying but one family with a weekly allowance of flour.

Your obedient servant,

J. E. BECKWITH,

Indian Agent.

NOVA SCOTIA.
INDIAN DISTRICT No. 3,
CALEDONIA, 12th September, 1880.

The Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—I beg to forward for your inspection this my annual report, with tabular statement.

The crops this year are fair. Hay is very scarce, whilst potatoes are more plentiful than last year.

Two or three children of this Agency have been attending the public school at Milton during the past summer. I hope to see the number increase next year.

I have the honor to be, Sir,

Your obedient servant,

THOMAS J. BUTLER.

NOVA SCOTIA.
INDIAN DISTRICT No. 4,
CHESTER, 22nd September, 1880.

The Honorable
The Superintendent General of Indian Affairs.
Ottawa.

SIR,—I have the honor to submit, with the accompanying tabular statement, the following report on Indian Affairs in my district.

I am much pleased to be able to state that I have noticed a gradual improvement, morally and socially, among many of the Indians of this county since my last

report. They are evincing each year a stronger desire to become owners of strips of land, and to build frame houses in place of the old camp. This is noticeable, especially, in Bridgewater and vicinity.

The crops this year, as far as I can learn, will compare favorably with those of any previous years. The hay and potato crops especially are beyond our best expectations. The only drawback at present is a symptom, in some places, of the "dry-rot" in the potato. I received from the Department, during this year, eighty-eight dollars ($88), all of which I expended in the purchase of seed grain, blankets, and in relieving poor and distressed families. Receipted accounts have already been forwarded to the Department for the above amount. I do not know of more than two families who suffered from extreme want last winter. My attention was called to one very sad case about the middle and coldest part of the year. The family in question lives in Bridgewater, beside four other camps. When I arrived at the spot, I found the father and mother in the last stages of consumption, without fire, food or clothing. They told me they had been in that state for three days and nights. I can safely say they were the coldest days and nights of the whole winter. By the means of speedy aid from the Department, together with the help solicited from kind, charitable friends, I was soon able to administer amply to their wants. Both have since become victims to this disease. There are some eight or ten families living along the shores of the LaHave River, who make out a livelihood by salmon fishing, hunting, coopering and basket-making. Nothing can induce them to settle down on the reserve. A few cases of drunkenness and immorality have been brought under my notice, but the great majority, I am happy to say, are a law-abiding people.

All the Indians in my district are Roman Catholics, and attend divine service very regularly. We have no schools. This is due, in a great measure, to the Indians being much scattered—living in small groups at a distance of twenty-five and thirty miles apart.

With a view to the prevention of trespassers on the reserve, and with a hope of encouraging more and more a love for self-aggrandizement and industry, I suggested over a year ago, to have the boundary line defined, and also the respective lines of each one, that every one might know his own land, and for whom he was working. The work was accomplished some months since, at the cost of seventy dollars ($70), and, I am pleased to state, things have been presenting a more satisfactory appearance ever since. I thought it expedient to have the reservation divided into lots of one hundred acres each, thus allowing each family a sufficient amount of wood and tillage land for the making of a good farm. In a circular from the Department, dated July 20th, I was asked my views regarding the establishment of a system of Municipal Government among the Indians of my district. I beg leave to state here, I feel confident such a system would prove wholly impracticable in this county. The Indians are not intelligent enough to assume responsibility of such a nature.

I have the honor to be, Sir,

Your obedient servant,

E. J. McCARTHY,

Indian Agent.

BEDFORD, HALIFAX,
NOVA SCOTIA, 5th August, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

HON. SIR,—As it is necessary now to send the annual report on this Agency I enclose it in duplicate. There is little to add to the report of the previous year. For the most part, the Indians of Halifax County are very poor. They are

scattered about the county, and do not congregate in any other locality so largely as in Dartmouth. However, many from other counties have come to Bedford, Dartmouth and other places near the city, and camp there during the summer. A project was on foot by the Government to purchase a property at Cole Harbor for the Indians. The title of the said property had been submitted to the Minister of Justice for examination; I have heard from a lawyer of his office that the property has been surveyed, and that they are satisfied with the title. It would be a great thing to have it secured for them. I regret to say that, owing to their nearness to the city of Halifax and to Dartmouth, and their apparent fondness for those places, that many Indians are addicted to liquor, and one man returning from Halifax lost his life by it last winter. They do not do much on the land, as their own reserves are mostly valueless. They live principally by fishing, hunting, basket-making and cooperage. They are all Roman Catholics.

I have the honor to be, Sir,

Your obedient servant,

D. C. O'CONNOR.

SHUBENACADIE, 28th September, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—Enclosed please find tabular statement, as nearly correct as I could possibly make it, as there are only three men in the tribe that seem capable of doing business, and those three I have appointed a committee to oversee the settlement, and thus help me in the work.

One difficulty in making up the statement is, that they have not all their grain thrashed, but I have made, as I think, a neat calculation as to the amount, which, though not large, is pretty fair, considering they have no manure for their lands.

Some of the tribe have more lands than they are working at present, but there are no others that seem as if they would like to get any of it, and when they do you will see by the statement there is plenty of it.

Some of the tribe who have been shifting from one place to another have, since you began to give them encouragement, returned to their old place.

A matter which they complain of is, that one mill on the stream above them flows saw-dust on their lands, and another below them during the spring freshet backs the water and overflows the land, and one man says spoiled a considerable quantity of his hay.

Another matter in which they seem greatly interested is a school which they say they must have, as they do not want their children to grow up in ignorance, as they have done.

They have among them one of their own tribe, named Joseph Cope, who is capable of teaching their children, having got an education in a neighboring city, and they begged me to ask you to assist them in this matter at once.

I am, Sir,

Your obedient servant,

JAMES GASS,

Indian Agent.

TRURO, N.S., 4th September, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I cannot give you very much of a report for year ending 30th June, 1880, as my appointment as Indian Agent took place on April 27, this year. I received in May, $25 for purchase of seed grain for the Indians of this county, which has been expended as shown by my statement to the Department. It certainly was a great help, and will, I hope, be the means of preventing them in many instances asking for aid from the local authorities, during the coming winter. They have no reserve, and possess no land in the County of Colchester, which, if it were the case, would facilitate improvement among them very much.

I am, yours, &c.,

D. H. MUIR, M.D.,
Indian Agent.

PARRSBORO, N.S., 1st November, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor herewith to submit, for the information of the Department, the inclosed tabular statement, with report for the year ending 30th June, 1880.

The health of the Indians in this agency has been good, and the increase in population much greater than would appear from the census returns for the year; this is due to several families having, during the past year, moved into the adjoining county. The band living at Halfway River, are, in many respects, advancing in the habits of civilization. They are beginning to appreciate the interest taken in them by the Department, and to see the necessity of devoting more attention to agricultural pursuits; many of the men work out with the farmers and lumbermen in the neighborhood, but their wages are so small that they can do but little towards supporting their families, and, I am afraid, in the coming winter many of them will suffer from hunger and privation.

They have no school, but several of the childrenhave at different times attended the district school in their neighborhood.

The crops last year were good, but several of the families lost their potatoes, their cellars not being frost-proof.

As a whole, the Indians belonging this agency are a peaceeble and temperate people. I have heard of but one case of drunkenness during the year.

I have the honor to be, Sir,

Your obedient servant,

A. T. CLARKE,
Indian Agent.

PICTOU, NOVA SCOTIA, 1st October, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—Changes in the habits and circumstances of Micmac life are so slow of formation, that one finds little to report from year to year. But if a more lengthened period, a quarter of a century for instance, or even a decade, be taken at once into review, a well-defined transformation, though almost imperceptible in its progress,

will yet be found to have been effected. Pictou Indians can scarcely be said to-day to lead a nomadic life; and yet it is impossible to point out the precise date at which their wandering customs ceased to exist. Any person here, who has reached middle age, remembers, quite distinctly, when they subsisted exclusively on the fruits of the chase. They hunted at all seasons, and to this employment they, very rarely, added the labor of catching a few fish, and that too after the most primitive of fashions. The women, indeed, plaited a few baskets, which were purchased more as toys than as articles designed to serve any useful purpose. The men rarely stayed more than a few weeks, particularly during the summer, in any one place. The tribe were thus essentially a wandering, homeless race, dependant on the chances of game and venison, and on the spear and the rifle, for means to eke out a very precarious livelihood. Wherever they chanced to alight they built wigwams, covered with birch bark, and constructed canoes largely of the same material to convey themselves and their *pénates* from one very temporary resting place to another. Thus lived our Indians a few years ago, a harmless, but a useless life.

To-day, however, a change forces itself on the notice of the least observant. They build permanent houses. They congregate on their reserves. They possess boats, and many of approved appliances for fishing with hook and line, and sometimes with nets. They are not unfrequently employed at full wages, on public and other works, in company with their brethren of European extraction. They have "a turn" for woodwork of any description and devote much of their time to it. The gun still hangs up over their doors, but they rarely take it down, unless an actual temptation entices them, in the shape of a flock of sea-fowl flying over their village.

Unlike their brethren in some other parts of this Province, they pay little or no attention to farming, and make scarcely any preparation for winter, and, unhappily, this is the season in which their woodwork is at a discount, fishing is impossible, and their village is not accessable enough to enable them to avail themselves of other stray chances of paying labour. They had planted a few bushels of potatoes the preceding spring, and committed a small variety of other vegetable seed to the ground, but their harvest, though of much assistance during the fall and early winter months, is entirely inadequate to the demands made upon it, and before the snow disappears, they are, as a rule, absolutely destitute of food. It is the same experience every year.

There is one trait in the character of our Micmacs which cannot be too highly praised. Living as they do, they frequently suffer many privations. This evening they have not to-morrow's breakfast in reserve for themselves and families, and yet a case of theft from their white neighbours, is, I believe, utterly unknown. The gradual elevation of a race with a fine characteristic like this so firmly impressed ought not to be despaired of. As to the rest the average Micmac is chaste, patient, temperate and reverential towards the aged, affectionate in his domestic relations, and charitable, when means and opportunity permit, to his less favored Indian brother.

The absence of schools has been a serious privation. Very few persons can even read, not one can be regarded as a scholar. The earlier missionaries had invented a system of hieroglyphics, which they subsequently gathered into a volume, and handed to the first converts. By the good offices of a religious foreign society, a reprint was made a few years ago, and many copies of this later edition are now in circulation. The publication is in two small separate volumes, which contain the Lord's Prayer, the Creed, the Hail Mary, a few other simple supplications, the Ten Commandments, the principal Roman Catholic Ecclesiastical Precepts, the entire service of the Mass, the Office for the Dead, several selections from Sacred Scriptures, and a summary of Christian doctrine in catechetical form; this, I need not say, is the poor Micmacs greatest treasure on earth; father has explained to son, and son to grandson, this simple record, through two hundred and seventy consecutive years. Each Sunday evening, the head of the family, with profound reverence, takes "the book" into his hand, deciphers it from beginning to end, and then with great earnestness, impresses what he considers its most important truths on the minds of his by no means inat-

tentive hearers. Yet there are many drawbacks to this mode of teaching. The volumes are hieroglyphic. Their perusal imparts no conception of a written alphabet, of arithmetic, of secular history, of current events, or of literature properly so-called. The world that lies outside of personal observation is unknown to the ordinary Micmac.

Last year the erection of a small, yet comfortable and sufficiently commodious, school-house was begun in the Indian Village at Boat Harbor, and with the assistance received from your Department, was this year fairly finished. A young lady (Miss Jollymore) whose attainments easily procured her a first-class license at the provincial examinations, and whose many good qualities otherwise render her services as teacher particularly valuable, undertook to open school in the new building. Her labors so far, have been very successful. I base great hopes on this. Parents and children seem equally anxious to second her efforts; and, if the experiment results (and I have little doubt it will) as beneficially as we all anticipate, the advantage to the race must be signal. Were nothing to be gained but the means of passing the long winter evenings, in listening to the harmless tales of adventure in which the poor children of the forest delight, the amelioration, in the monotonous character of their existence, would be worth striving for. But I anticipate more; I look forward to the time when the young Indian may become an accountant, a clerk, perhaps the chief clerk of a business firm; for no one is more scrupulously honest in his dealings, or more attached to the employer who does fairly by him.

I commend their school, the first in this district, to the favorable consideration of the Department.

In treating with Indians, and especially in dispensing to them the public grants, the agent has sometimes difficulties of a peculiar nature that, perhaps, it would be well to mention here. Vouchers for the distribution of blankets in the fall, and of seed in the spring, are easy enough to be obtained. The chief, the minor captains, and the populace generally meet the agent in solemn conclave, and at an appointed time, and the allotment to each family is defined, an acknowledgment is signed of the amount received. At other seasons, however, sudden cases of illness may occur, or other emergencies may arise, which do not admit of consultation with the higher authorities of Indiandom. The agent must simply take steps to alleviate distress, so urgent in its demands as to forestal all regular methods of procedure. He must make disbursements for which it is often impossible that he can at the time secure regular vouchers. A week later the recipients of Government bounty have moved away from their reserve and have settled somewhere else, and likely, as not, will be absent for six or twelve months. There can be no regular remedy: a cast-iron process will not always suffice for Micmac necessities.

I have the honor to be, Sir,

Your obedient servant,

R. MACDONALD.

District No. 9, Antigonish, N.S.,
27th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

Sir,—The Indians of this agency are so conservative in their ways and habits that the report of one year must differ but little from those of preceding ones.

It can be seen by the tabular statement, that during the past year a number of dwelling-houses has been built. These houses are small, but, according to their own ideas, comfortable. They are occupied, however, during only a part of the year, as some of the owners go away during the fishing season, and in many cases, during the winter months, encamp in the woods of the neighboring districts where they can more easily procure materials for coopering and basket works.

The improvement from year to year on the reserves is very inconsiderable. A small patch is either cleared of its woods, or what is already cleared is plowed by such as plant in the spring; no other efforts are made towards cultivating their lands.

Our Indians here, in general, are sober, and are noted for the simplicity of character and the absence of many of those crimes and cases of gross immorality which too often blacken the characters of their more pretentious and enlightened brethren.

I have the honor to be, Sir,
Your obedient servant,
WM. CHISHOLM.

RED ISLAND, RICHMOND CO., N.S.

No report from Rev. J. McDougall.

NOVA SCOTIA, INDIAN DISTRICT NO. 11,
INVERNESS CO., RIVER INHABITANTS.
September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—It again becomes my duty to inform your Deparnment of the state of the Indians under my supervision: the tabular statement, which I forward herewith contains much important information regarding them which it would be superfluous to reproduce here.

I am happy to be able to report an unmistakable improvement in the condition of all the Indians of my agency. Each succeeding year shows more clearly than the preceding one, that it is only a question of time to find them good and useful citizens, provided only that they be well treated, and have fair opportunities of advancement. Among them agriculture is yearly being better attended to; but they do not yet devote as much attention to that important iudustry as I would wish. Their hay is this year very good. Their other crops promise an excellent yield; but, I am sorry to say, their grain fields are yet very limited in extent. Considering the unusual severity of last spring throughout Nova Scotia, their thrift and contentment are admirable. Those who were likely to suffer destitution in the early part of the summer, received timely relief through the funds so generously placed at my disposal, by your Department.

Some of the whites, contiguous to the band of Whycocomagh, to whose trespasses I had occasion to refer in some former reports, are still using valuable portions of the Whycocomagh Reserve. It is a matter of regret that whites, who profess to be Christians, should invariably, when an opportunity presents itself, do their utmost to impose upon and defraud of their rights, the Indians who never trespass against them.

The children attending the Indian school on the Whycocomagh Reserve, are under the tuition of Mr. McEachen, an excellent teacher, and those who attend regularly are making satisfactory progress; but it is probable that in the course of a few years the beneficial results of Mr. McEachen's labours among the "lords of the forest primeval" will be more patent and more felt than they now are.

As a class, the Indians, with whom I have to deal, are sober and very well-conducted and very industrious. Cases of drunkenness are of very rare occurrence among them.

I have the honor to be, Sir,
Your obedient servant,
D. McISAAC,
Indian Agent.

NOVA SCOTIA, DISTRICT NO. 12.

No report from Rev. A. F. McGillivray.

CHRISTMAS ISLAND, N.S., 11th November, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit herewith a tabular statement, in connection with Indian Affairs in the County of Cape Breton, for the year ending 31st October, 1880.

Apart from that statement, there is nothing, since my last report, to call for any special mention on the condition of the Indians of this agency.

This year's crop on the reserve at Eskasoni, compares favorably with that of former years. The Indians on this reserve, especially those who are permanent residents, are doing fair progress in farm work. The scarcity of farming implements, such as ploughs, carts, and harrows—many being unable to provide themselves with these articles—I find to be the greatest drawback to the successful improvement and cultivation of the land.

I have the honor to be, Sir,

Your obedient servant,

M. McKENZIE.

Indian Agent.

CHATHAM HEAD, N.B., 11th October, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to enclose tabular statement and report on Indian Affairs within my Superintendency, for the year ended 30th June, 1880.

As regards agricultural improvement, there is not much advance to report, but I am confident that in another year there will be a marked improvement, in consequence of the instructions issued by the Department to distribute seed instead of cash.

I may state that at some of the reserves there is an advance in farming, but it is a difficult matter to convince them of the benefits they might derive by paying more attention to it. The past winter was not a good one for them, fish being very scarce.

The population, as asserted by some persons, is not on the decrease; you will observe by the census list, that there is a slight increase; this is caused by a family moving to Red Bank from St. John River; and I have had an opportunity of getting the most of the transient ones; I think last year some of these were missed. It is difficult to get it exactly correct, the names are so mixed.

I think there has been less drinking among them, and they have a great desire to have schools and churches on all the Reserves, or on those where they reside.

At Burnt Church, Northumberland County, there is a nice school, which has just been put into operation, and I have no doubt it will work to advantage; at the same place there is a very nice church, another at Eelground, and one at Red Bank; these are the places where the Indians reside in Northumberland County.

On the Richibucto River, Kent County, there are also two churches, one at Big Cove, and the other at Indian Island; these churches have been built, almost altogether, by their own exertions; there is a small amount due on them.

At Fort Folly, Westmoreland County, there is another church, which was built some years ago.

During the past year, a surrender of the lands occupied by white people on the Big Cove Reserve, Richibucto River, was given to the Government, and the settlers are now required to pay two dollars ($2) per acre; the interest on the money so received, to go towards the assistance of the band on that reserve. The band at Buctouche are about doing the same; this will settle what has been a troublesome matter for some time, and the settlers will receive a complete title of the land.

On the whole, I think there is an improvement among them.

I have the honor to be, Sir,

Your obedient servant,

CHAS. SARGEANT,

Visiting Supt. and Agent.

WESTERN SUPERINTENDENCY,
FREDERICTON, N.B., 22nd November, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to inform you that, in accordance with your circular of the 20th July last, I herewith enclose a report upon Indian Affairs connected with my Superintendency, for the year ending the 30th June, 1880.

The tabular statement, forwarded by me some time since to your Department, contains the fullest information I could possibly obtain under all the circumstances, and has been made up with great care.

You will notice, upon reference to that statement, that there has been a small increase in the population during the past year; but the Indian character being so migratory, it is next to impossible to make up a very exact statement of the number of their people, more particularly when you consider that, in many cases, their population is scattered over so much country. And although the pure-blooded Indians are gradually passing away, yet, from a variety of causes, I think that there is a tendency to steady increase.

Having called your attention repeatedly to the small amount of pecuniary aid furnished me for the poor, and more particularly as the amounts forwarded me for that purpose within two or three years past have been so small, and out of all proportion to their occasional and general necessities, I am most respectfully requested, by the Indian people generally, to call upon your Department to take the matter into your serious consideration, and contrast their allowances from time to time; and more particularly of late, with the enormous amounts paid to the Indians, and for Indian purposes, in the North-West; and moreover, to consider that the Indians of New Brunswick have always been noted for their loyalty to the Crown, and that their ancestors helped to fight the battles of our common country. You will pardon me for speaking so strongly in their behalf, as I have used great efforts to prevent deputations from visiting Ottawa, which you are aware (however advantageous it might be for the Indians in a pecuniary point of view) would be attended with, it might be, serious inconvenience in taking up the time, and interfering with the duties of the Superintendent-General and staff; but I am well satisfied that if the Department feel that more cannot be done, and come to the sad conclusion to do no more than in the past, in the form of pecuniary aid, and the establishing on one or more of the localities within my superintendentcy of a school, I dare not undertake to state that I can restrain their most ardent desire, and full determination to form a deputation of one or more, and visit Ottawa with the intention of accomplishing what I have vainly endeavored to do for them in the past.

Regarding schools: upon my visitation to Woodstock I ascertained that the children who had formerly attended, had left the school; and I know that there is a great dislike on the part of the children, and their parents, for them to attend the white schools, and have remonstrated with the Indians as to their objections in attending the common schools, but to no purpose; they still adhere to the old cry—"Give us a school of our own; they have them in other parts of the Dominion, and we have as much right to school as they have."

I have to state that upon an examination of the law regulating the sale, &c., and for fines imposed regarding intoxicants among the Indians, I deem the amendment an improvement. I have now to call your attention to some other provisions of the Indian Act, viz., sec. 74, sub-secs. 1 to 11 inclusive, which owing to the want of education, they do not, or will not, sufficiently comprehend, to take a practical view of the matter at present; but if I may be allowed, under all the circumstances, to make one suggestion—that is if it can be done—(because I know that the Indians are placed possibly in this respect differently from other classes of people) to provide a police force from among themselves, by the authorizing of any of the bands to elect or appoint in their way, in council, such a number of police or constables as may be necessary to protect themselves, and to take to the nearest lock-up or jail, any one or more persons connected with their respective bands, who might be guilty of a breach of thelaw regarding intoxicants, sothat they might be dealt with in the ordinary way. My reason for moving in this matter is, that I find it next to impossible to secure the services of the duly appointed policeman or constable, consequently the law is frequently violated, and the peace and quiet of the Indians and all classes, are occasionally very seriously disturbed; and supposing that the authority were given to the Indians, I do not intend that it should supercede the ordinary force authorized by law, but merely an addition for greater security and convenience.

Agriculture is carried on chiefly on the reserve at Kingsclear, in the County of York. I made some advances of seed, &c., to some of the Indians of St. Mary's, York County, and in the neighborhood of St. Stephen, and in St. George, Charlotte County; also in St. John, Carleton, Queen's, and Sunbury Counties, in most of which places some of the Indians have made good use of the seed, but I find that others are not disposed to plant or sow, and have used the seed for food, although I have always remonstrated with them, but in some cases to little purpose.

In consequence of the Indians keeping but few cattle upon the Kingsclear and St. Mary's reserves, &c., the amount of manure made upon the reserve is a mere nothing; and this spring, finding that they had hardly any manure, and that it was not in the neighborhood to purchase, I was compelled either to withhold the seed or purchase a certain kind of manure called super-phosphate, wherewith to enrich the land, which was really cheaper than ordinary farm manure (even supposing it could have been purchased); and the Indians stated to me that it answered a very good purpose, in fact, if they had not had this manure the various crops would have been almost worthless; whereas, they are generally loud in their praises of the very good harvest the almighty has been pleased to bestow upon them.

I have the honor to be, Sir,
Your obedient servant,

WILLIAM FISHER,
Visiting Superintendent.

PERTH CENTRE, VICTORIA COUNTY,
PROVINCE OF NEW BRUNSWICK,
27th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit my report of the Indians residing in the Counties of Victoria and Madawaska, and I also enclose herewith tabular statement, for the year ended 30th June last.

The Indians living on the Tobique Reserve number 146 souls, making an increase of 16 in their population since last year; those living at Little Falls have decreased from 39 to 34 since last year, the total number of both bands being 180.

I am glad to be able to state that they are, generally speaking, industrious, temperate and contented, and that I know of no suffering among them for the necessaries of life; they have been very healthy during the past year, there having only been five deaths among them, and these were infants or small children.

Their crops have been good, and it is gratifying to report, that with each succeeding year, they are slowly but surely advancing towards a higher state of civilization—that of cultivating the soil.

Besides farming, the other occupations they follow are hunting, making snowshoes, moccasins and baskets, for which they nearly always find a ready market; fishing is not much engaged in, salmon being about the only kind of fish caught, and they have been very scarce, besides the law prevents them from spearing—a fact of which they complain.

In accordance with your instructions of last winter, I prepared a plan and specification for a school-house, to be built on the Tobique Reserve, and placed the same under contract, which is now completed; it is in size 18 by 24 feet, and well finished inside and out, and well furnished with seats, desks and blackboards, with which the Indians are highly pleased; they are very anxious to have a school, and I have no doubt that their school, when started, will be largely attended, there being 50 children of suitable age to attend.

I have the honor to be, Sir,
Your obedient servant,
MOSES CRAIG,
Agent.

PRINCE EDWARD ISLAND,
LENNOX ISLAND, 25th August, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit, for the information of the Department of Indian Affairs, the following report, with the tabular statement, for the year ending 30th June, 1880.

There has been, as you will perceive by the tabular statement, an increase in the population during the year. Part of this increase is owing to a few families, from Cape Breton, emigrating to this island in the spring; the natural increase has been very light. There have been twelve deaths and sixteen births.

The Indians living on the reserves cultivate the land, though on a very small scale; the chief produce being potatoes and wheat, but a little oats is also grown. Their crops, in general, look remarkably well.

I think the most industrious, in the farming way, that I have seen amongst them, is Thomas Thomas, at Lennox Island, who works very steadily on his farm; his wheat and potatoes are excellent. I am happy to be able to state that there is a marked improvement in farming.

Their principal occupation, during the summer months, is fishing, berry-picking and the making of butter tubs, and in the winter they are generally employed in making baskets and axe-handles. They seem to make a good living at their trade. The materials for their manufactures are getting very scarce, and are becoming still more so every year, and unless a still greater improvement takes place, they must, as a consequence, have a hard task to support themselves in the years to come.

Goose hunting has been a failure this year; but very few were killed during the season.

I am pleased to be able to report that they have faithfully kept their temperance pledge which they took last year. A few of the Indians who were not living on the reserves and have not joined their brothers in the temperance cause, are still addicted to strong drinks, but worthy to note the number is very small.

Nearly all the Indians living on the reserves live in houses; six houses and two barns are being built this summer.

I am still teaching on the reserve of Lennox Island; the children attend school very regularly in the winter, and make very fair progress, but in the summer time the average attendance is always small. Some of the parents do not seem to value the education of their children, and take very little pains in sending them to school. During the summer the children are often away with their parents picking berries, so it is impossible to make much progress in the several branches which they study.

I have the honor to be, Sir,

Your obedient servant,

JOHN O. ARSENAULT,

Indian Superintendent.

MANITOBA SUPERINTENDENCY,
WINNIPEG, 10th December, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report, that from the correspondence received at this office during the year from the different Indian agencies, a general feeling of satisfaction prevails among the Indians of this Superintendency in consequence of the promptitude of the Department in carrying out the stipulations of treaties; the liberal gratuities of provisions generously given those suffering from sickness, infirmity or destitution; the ample quantities of seed grain and potatoes supplied, and the extra number of farming implements furnished to enable them to cultivate their fields to advantage. From the representations of the agents, the only dissatisfaction manifested is with reference to the non-survey of reserves and the want of schools, where none have already been established. It is difficult and almost impossible to secure the services of competent teachers to take charge of Indian schools in remote districts, at the inducements offered by the Department, as the attendance of pupils is, invariably, most irregular, on occount of their parents having to wander about hunting and fishing for their living; hence the salaries of teachers are considerably reduced from the maximum allowance granted to them.

I regret to inform you that illegal traffic in intoxicating liquors still continues to be carried on by unprincipled and irresponsible parties, with Indians frequenting Rat Portage, Selkirk, Winnipeg, Portage la Prairie and Emerson. Last summer several of those nefarious liquor vendors were tried, convicted and punished according to law, but still the evil appears not to have abated.

The vouchers received at this office show that all the supplies requisitioned for by me, were delivered by the contractors to the agents, and distributed by the latter to the different bands of Indians under their charge, in excellent condition, with the exception of the tobacco supplied Mr. Martineau's agency, which is represented to have been a very inferior quality, being mixed with pulverized anthracite coal, particles of brick, and pieces of wood and iron wrapped up in good tobacco leaves, for the purpose of covering up the fraud thus perpetrated by the manufacturer. All the provisions and other supplies arrived, at the places appointed for payment of annuities, at the dates fixed for delivery, with the exception of those of Coucheeching and Assabaskashing, delayed in transit at Cross Lake, from unavoidable causes.

I conferred with Mr. McColl, Inspector of Indian Agencies, with regard to the manner in which my instructions had been carried out by the agents in the payments of annuities, distribution of supplies, etc., and also with reference to the time necessary for them to travel from one reserve to another, and was informed that some Indians were in the habit of drawing their annuities at different places the same year, and I have requested the agents to retain at subsequent payments the amounts thus overdrawn. Being likewise informed that the time occupied in making the payments was excessive, I made the requisite changes indicated, as will be observed on referring to my schedule for dates fixed for payments next year. Upon Mr. McColl's report to this office, that he made preliminary arrangements, according to instructions, with the Hudson Bay Company to supply seed potatoes next spring, to the Indians in remote districts, I have requested Mr. Chief Commissioner Graham to furnish the quantities requisitioned for, at the prices submitted. This will ensure early delivery and save a large amount in freighting The valuable and indispensible information obtained by Mr. McColl in his inspection of Indian Agencies, in detecting irregularities, etc., has enabled me to more thoroughly cheque the pay sheets, travelling expenses accounts, vouchers for distributions of supplies, school returns, etc. In the absence of annual reports and tabular statements, being sent to this office by the agents, I am unable to give the statistics asked for by the Department. The only data, except the pay sheets, in my possession is that furnished by Mr. McColl, which I am informed has already been forwarded to Ottawa. Of the twelve schools recognized by the Department, nine have received grants, amounting to $1,473.50, through this office during the past fiscal year. The amount of annuities paid this year was $54,814, of which $1,104 was for arrears. The number paid this year was as follows: 50 chiefs, 157 councillors, and 10,021 other Indians. In conclusion, I beg most respectfully to inform you that, in my opinion, the agents are discharging their duties with more general satisfaction than in former years, and consequently fewer complaints are made against them by the Indians. I am pleased to inform you that Mr. Indian Commissioner Dewdney having visited this office on several occasions during the year, expressed himself well satisfied with the management of Indian Affairs in this Superintendency.

I have the honor to be, Sir,

Your obedient servant,

JAMES F. GRAHAM,

Indian Superintendent.

MANITOBA SUPERINTENDENCY,
WINNIPEG, 25th November, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to report to you that, in accordance with instructions received from the Department of Indian Affairs, through the Deputy Superintendent-General, and also through Mr. Commissioner Dewdney, I started on the 21st of May last for Prince Arthur's Landing, *via* Duluth, on a tour of inspection of the different Indian Agencies embraced within this Superintendency, and returned to Winnipeg on the 26th ultimo, having visited the eight Agencies, and mostly all of the sixty bands under my supervision, scattered over one hundred reservations from Savanne on Lac des Mille Lacs to Cumberland, on the Saskatchewan, and from Cross Lake, on Nelson River, to the southern boundary of this Province; and travelled, accompanied by three voyagers, thousands of miles over treacherous lakes and dangerous rapids, in a fragile birch canoe, which had to be carried, together with provisions and camp equipment, across seventy-five rocky and marshy portages, averaging from a few rods to nearly five miles in length. During the whole time occupied in accomplishing this laborious and perilous trip, not a single day did I lay over in consequence of stormy weather encountered on the way.

A general reference to the various duties performed on my official tour will not, I apprehend, be considered inopportune. On arriving at the several Agencies, the books and vouchers for distributions made were critically examined, as well as the provisions, implements and other supplies on hand, to ascertain if they corresponded in regard to quantities and qualities with those supplies forwarded by the Department, as shown by the records and samples at the Indian Office in Winnipeg. I also made a thorough inspection of the offices and storehouses at the Agencies, to see if the requisite accommodations were available for the transaction of official business, and for the storage of Indian supplies. I went to the reserves and endeavored to impress upon the Indians the necessity of abandoning their nomadic habits, and of devoting their undivided attention to the cultivation of their lands and to the education of their children, in order that they might become as prosperous and self-supporting as other subjects of the Queen. I visited their houses and gardens to ascertain, from personal observation, what advancement in agriculture and improvement in buildings had been made since my former visit in 1878. I inspected all the schools in operation, noted what progress in learning had been made by the pupils; examined the registers, as to the number and regularity of attendance, and made careful enquiries concerning the efficiency of teachers employed, and the interest they manifested in their work. I also made enquiries as to whether the agents had been discharging their duties properly, and closely investigated all complaints made against them. In addition to the information requested to be furnished the Department with regard to census, progress in agriculture, industries pursued, &c., &c., I have taken careful statistics of the number in each band able to speak or read in English or French, or read in Ojibbeway or Cree; and likewise of those who embraced Christianity, as well as the denominations to which they respectively belong, so that their advancement in civilization may be accurately determined at a glance on reference to the tabular statement and supplement attached, herewith enclosed. Chiefs and councillors were frequently charged with partiality in the distributions of provisions and other supplies, and upon investigating these accusations, and becoming satisfied of their truthfulness, I pointed out to them from the Indian Act that, unless they dealt honestly with each other, they were liable to be removed from their positions in the bands. This had invariably the desired effect, for they have a wholesome dread of dismissal.

Some complaints were made by Indians that the stipulations of treaties had not been fully carried out to them, but complaints of this nature were comparatively few this year, the majority of which originating from their extravagant interpretations of

promises made, that they and their children were to be supplied with all the necessaries of life. In order to disabuse their minds of these erroneous impressions, I read and explained carefully to them the obligations of their respective treaties; and showed them, from what they had already received, that the Government was not only faithfully carrying out the conditions of the same, but was also generously giving them many things not mentioned therein.

The supply of seeds, cattle and farming implements, furnished them by the Department, has enabled them to devote more attention to agriculture than formerly. On many of the reserves visited their progress in this respect is very encouraging, especially in the cultivation of potatoes which they produce in abundance, affording, with the supply of game and fish available, their principal subsistence during the greater portion of the year. The increased number of dwelling houses and stables, built on reserves within the last couple of years, is another evidence of their industry and prosperty, and augurs well for the future. In consequence of the unusually wet weather of last season, a number of the reserves were flooded with water from the lakes and rivers, damaging somewhat the potato crop, and destroying a large quantity of hay, but enough is left, if properly secured, for themselves and cattle to tide the winter over.

I regret that the advancement of education in this Superintendency is not very satisfactory, owing partly to the irregular attendance of pupils at school, on account of the wandering habits of parents, but chiefly to the inefficiency of the majority of the teachers employed, whose qualifications would not entitle them to a third class certificate at any county board; but the services of competent teachers capable of imparting instruction to Indian children, are not always available at the inducements offered, and hence an inferior grade is frequently engaged, having neither the energy nor the ability for the responsible work undertaken. Of the twenty-four schools in operation at intervals during the year, about one-half of them are supported by the Government, and the other half by missions. On many of the reserves where schools have never been established the Indians are desirous of having them started at once, in order that their children may be educated. They expressed their gratitude at the liberality of the Government for offering them assistance in the purchase of materials for completing their schoolhouses when erected.

The different agencies will be subsequently dealt with in detail, but I may mention here *en passant*, that all the agents under my inspection, with but a single exception, are generally discharging their official duties faithfully, so far as the distribution of supplies, and the payments of annuities are concerned, but beyond these very little is done, except an occasional correspondence with the Inspector and with the Acting Superintendent, on business pertaining to the bands under their charge.

The "Honey Dew" brand of tobacco, supplied this year to a number of the bands, was inferior in quality, and not equal to the sample sent to this office from the Department, whereas the "Thistle Twist," supplied others was above the standard required. The Fairford and Lake St. Martin Indians positively refused to receive the former from the agent, and they request that a proper article, in lieu thereof, be given them without delay. Some were disappointed last summer in consequence of not receiving any grub hoes, so indispensible to them in the cultivation of their little farms. Although the garden hoe supplied is a very superior article, and admirably adapted for mellow soil, yet it is unsuitable for the various purposes required in clearing and breaking up their wooded and scrubby-timbered lands. With the exception of the tobacco already referred to, all the supplies were of the very best quality, and were delivered in excellent condition, at the different places of payments, on the dates appointed, excepting those for Assabaskasing and Coutchuching, reported to have been several days late in arriving.

On almost every reserve visited, Indians represented that they have not enough of hoes and axes for working to advantage in enlarging and improving their gardens, and they request that their requirements, in this respect may be favorably considered by the Government, as the supply, in many instances, of these articles already received are nearly worn out. They also ask that those reserves, whose

boundaries are not already determined, may be surveyed at the earliest possible date, in order to prevent non-treaty parties from encroaching upon their rights; and they further ask that, in places where their reserves are nearly covered with water, lands fit for farming may be given them elsewhere.

Not many instances of intemperance among Indians came to my notice during the year, but I am informed, from reliable sources, that intoxicating liquors are frequently dealt out to them, at Rat Portage, Selkirk, Portage la Prairie and in Winnipeg, by unscrupulous whiskey-mongers, who generally manage to elude detection, and thus evade the clutches of the law.

The condition of Indian affairs in this Superintendency is becoming every year more satisfactory; complicated pay-sheets are being critically examined; abuses and irregularities corrected; promises and stipulations of treaties faithfully carried out; provisions, implements, cattle, etc., of the best quality supplied; encouragement to education by assisting in finishing school-houses, purchasing books and stationery, and offering liberal prizes to successful teachers and meritorious pupils; and an uniform system of book-keeping and correspondence established at the different agencies, so that any discrepancy with regard to distribution of supplies or payment of annuities, existing between them and the Indian office in Winnipeg, may be easily detected.

An inspection of the head office here shows that Mr. Acting Superintendent Graham, and his assistants, Messrs. Levèque and Wright, are discharging efficiently the various duties devolving upon them in connection with the agencies. Pay-sheets are critically checked, school returns closely examined, letter-books properly indexed, correspondence and other official documents methodically arranged and filed, accounts of supplies distributed correctly kept, and estimates for the next ensuing fiscal year's expenditure carefully prepared.

The Agency of Dr. Young.

The state of affairs in this agency is manifestly improving. This year no serious complaint of negligence in the performance of his official duties was made against the agent, who apparently is devoting more time and attention than formerly, to the interests of the several bands under his charge. The accounts of supplies received and issued are correctly kept, and agree with the records in this office; the provisions and implements on hand are safely stored, and the pay-sheets are more thoroughly scrutinized, during the payment of annuities, than they previously had been before the analysis made at this office was sent the agent for his guidance. In 1879, 204, and in 1880, 78 names, representing in all 278 families, were dropped from these pay-sheets, owing to marriages, deaths, parties leaving or withdrawing from the bands, fictitious names of parties who never existed having been found inserted thereon, and names assumed by parties who were systematically defrauding the Government by drawing their annuities in several places the same year. I discovered a number of the latter at Broken Head River who were drawing money there and at St. Peters also, and called the attention of the agent to these irregularities and requested him to look closely into the matter, which, it will be observed on reference to the pay-sheets, was attended to by his striking off a number of names. The St. Peters Indians, always troublesome and difficult to manage, appear to be generally satisfied, since the Department, through the recommendations of Mr. Commissioner Dewdney, has generously given them six additional oxen, and built them an elegant and commodious school-house. The only grievance of any importance now existing among them is the long disposed and complicated question with regard to the legal tenure of lands purchased within the reserve by white settlers from the Indians. The union school at North St. Peters was closed last February in consequence of the non-treaty parties refusing to grant, according to agreement, any assistance towards its maintenance. The other school, ably conducted

by Mr. Ross, is well attended, and the progress of the children in learning is very gratifying.

The Broken Head River Indians are not very thrifty, especially the heathen portion of them, who depend chiefly on fishing and hunting for their living. They complain that they are unable to cultivate their gardens for want of hoes. The school is indifferently carried on by Mr. Dennett, who experiences much difficulty in securing regular attendance. The heathens have an aversion to religious instruction, and cannot be induced to send their children to mission schools. The Fort Alexander Indians, owing to the extreme severity of last winter, had a quantity of their potatoes frozen, but the supply given them for seed, although inadequate for putting all their gardens under crop, enabled them to plant enough for themselves and families. It was pleasing to observe the marked progress made in their clearings and buildings since my previous visit. The two schools established on this reserve are frequently closed, from the insufficiency of the appropriation granted for their support. When Mr. Tabouret, the French teacher, left last February, the school was very successfully carried on by the resident clergyman, Rev. Mr. Allan, until another could be obtained. All efforts to secure the services of a teacher for the English school closed in March last, signally failed. The Black River Indians have an excellent reserve, but made little improvement upon it. In July their potato crop was seriously injured by frost. There is a school upon this reserve, bnt no school-house. Mrs. Hope, the teacher, collects her scholars, either in her wigwam or dwelling-house, and diligently instructs them to the extent of her knowledge, which is but very limited.

The Agency of Mr. Ogletree.

Upon inspecting this agency, I found that the supplies on hand, and the accounts of provisions given to infirm and destitute Indians, correspond with the records of this office. I also ascertained that the general business of the agency is attended to most thoroughly and efficiently. The agent suspecting that some Indians claiming payments were also drawing their annuities in Col. McDonald's agency, made inquiries of that gentleman relative to the matter, and was informed that his suspicions, in several instances, were well grounded. The Sandy Bay Indians, owing to the flooded state of that section of country, do not desire the extension asked for two years ago. The whole reserve, as at present located, is suffering a most serious drawback from its being flooded with water. There were only a couple of square miles available for farming purposes last season. It would therefore appear, as if the request of the Indians that a narrow ridge of arable land in proximity to the western limits of the reserve, be included therein, should be granted, in order that the requisite agricultural facilities be afforded them. This extension, while apparently increasing the acreage, really gives them no greater quantity of land than they are entitled to under treaty stipulations. There is not any school at present upon the reserve, but there is every prospect of one being started very shortly, as the Indians have expressed themselves most favorably disposed towards the building of a school-house at an early day. The only complaint was with regard to the inferior quality of tobacco supplied them this year. The Long Plain Indians, although possessing a reserve admirably adapted for the production of roots and cereals, are making no perceptible advancement in that direction. Their houses, with few exceptions, are of the erudest and most primitive construction, and their gardens are of the most wretched character. The Swan Lake Indians, subsisting principally by the chase, have abandoned their reserve and are scattered in different places over the southern and western sections of the Province. A son of Yellow Quill, in collusion with the chief and councillors, defrauded the Department out of five dollars by assuring the agent his family consisted of himself, wife and child, whereas the latter was not then born. If these fraudulent impositions were severely punished, their recurrence would be correspondingly diminished.

The Agency at Emerson.

In consequence of Mr. Agent Newcomb's resignation, Mr. Acting Superintendent Graham was entrusted with the payment of the Rosseau River Indians. Several applied for annuities on behalf of absentees; but were refused, on account of information received from the chief and councillors that those parties were residents of the United States, and merely came to Canada to receive presents and annuities with their relations. This reserve is very fertile, and, if properly husbanded, would produce abundance of food for the sustenance of man and beast, but I regretted to notice that so few houses and gardens had been made within the past year. The teacher, Mr. McPherson, abandoned the school for the present, owing to the irregular attendance of pupils.

The Agency of Mr. Martineau.

I found, upon inspecting this agency, that the vouchers, for distributions of provisions and implements, corresponded with the accounts of this office, that the balance of supplies was safely stored, and that the general business of the agency was transacted apparently satisfactorily this year. Last spring, the Riding Mountain Indians were transferred from this agency to that of Captain Herchmer. In May, 1879, an epidemic, believed to be measles, prevailed so generally among them, that they were unable to plant their gardens in time to mature, hence, in the following December, their scanty supplies becoming exhausted, they were driven by the cravings of hunger to such an extremity as to greedily devour carcases of diseased cattle, and were it not for the liberality of private individuals, and the generosity of the Department, a number of them would have certainly perished from starvation before the winter was over. No regular school has been started here yet, but Mrs. Flatt, the Presbyterian Missionary's wife, has been teaching without any remuneration, at intervals, as opportunity presented itself, for a number of years, and succeeded in teaching twenty Indian children to read in English and Cree. They intend to build a school-house as soon as possible, and want the Government to furnish them a teacher whenever it is completed. They ask for another flag, as the one received was worthless. The Lake Manitoba Indians wish the limits of their reserve to be extended a couple of miles in a northerly direction, so as to include land suitable for farming; a similar quantity to be deducted from the southern end of the reserve, where it is mostly covered with water. The Ebb-and-Flow Lake Indians desire their reserve to be extended about a mile in a southerly direction, to include some prairie lands required for farming and meadows, an equal quantity to be taken from the northern end of reserve. This differs somewhat from their previous request, but the flooding of the water, this season, from the lake, accounts for the change. The whole reserve was nearly covered with water when I visited it in October. The school wss temporarily closed during the fall, until the Indians would return from their fishing. The teacher, Mr. Asham, has been engaged here for a number of years. He complains of the indolence and indifference of the band in cultivating their lands, or educating their children. The Fairford Indians are very intelligent and enterprising, and have accumulated considerable property. Their progress in agricultural pursuits is very marked, especially along the river towards its mouth. They ask for the hay lands on the old mission ground across the river, but I consider it undesirable to accede to their request, as they have ample river frontage already. They also ask for more implements to enable them to cultivate their gardens to advantage.

The school, conducted by Mr. Anderson, is in a prosperous condition, and deserving of encouragement.

Baptiste LeClair, formerly a member of the Fairford Band, but now living at St. Peters, received payment in 1879 for a family of eight persons in both places, but,

being detected, the amount overpaid was, upon instructions, deducted by Mr. Martineau from this year's annuity, and refunded.

The Lake St. Martin Indians are but slowly progressing in agriculture. This is largely attributable to uncontrollable circumstances, for the greater portion of their reserve is unfit for farming, owing to its marshy nature. Last season it was nearly all under water. The chief is desirous that an additional plot be given them across the narrows, where a few acres of suitable land are available. The granting of this would seriously interfere with the privilege of the fishery at that favoured locality, for it would place other parties at the mercy of the Indians, because that is the only camping ground in the vicinity outside the reserve. This band never received a pit-saw, nor a tool-chest, and is almost destitute of hoes and axes. The children are very backward in learning. Mr. Francis Store is engaged in teaching a number of them in a private house, there being no school-house on the reserve.

The Little Saskatchewan Indians are most importunate in their entreaties for a change of reserve. Their gardens were flooded with water last summer, and mostly all their potatoes destroyed. They are desirous of obtaining a dry and suitable location at Sandy Bay, a section of land halfway between St. Martin's and Fairford. The agent dismissed two of the councillors for refusing to abandon their locations at the lower mouth of the river, and remove to a place opposite their present holdings, at the arbitrary whims of the chief. An election was afterwards held, over which the agent presided, and other councillors were appointed. This proceeding, according to my understanding of the Indian Act, was most irregular, as the Governor alone is empowered to depose life chiefs from their positions, and that only for dishonesty, intemperance, immorality or incompetency.

The Crane River Indians, a fragment of the late Broken Fingers' Band, are very grateful for being allowed to retain their former holdings at the mouth of the river. They are also very thankful for bing paid now their annuities on the reserve. Their improvements are unparalleled in this Superintendency, considering their limited opportunities. They had the finest crop of potatoes this year I ever saw. They request that the payments of the two councillors, still remaining, of Chief Broken Fingers, be resumed, as only five dollars had been annually received since his death.

The Water Hen Indians are progressing but slowly in agriculture. Their resevre is generally low and wet, but unusually so last season. An extension southward is asked to embrace clearings of chief's sons.

Some Duck Bay Indians complain that Joseph Bosseau, their late councillor, being accused of pawning to a trader, for a little tea, a quantity of treaty twine, enough to complete one net, and failing to redeem it, was tried by the agent, found guilty, and deposed for dishonesty. An election was held immediately to fill the vacancy thus created. Two candidates were nominated, Joseph Bosseau and Baptiste Quenezane, the one receiving six and the other seven votes, hence the latter was chosen. I take similar objection to this procedure that I have taken to the dismissal of councillors at the Little Saskachewan, with this aggravating difference, that the party deposed in this instance appears to have been eligible for re-election.

The Agency of Mr. Matthews.

In a special report, written on the 5th July last, the state of affairs in this agency was discussed, but the following details relative to the condition and requirements of the several bands were inadvertently omitted therefrom. All the chiefs and councillors complained of not receiving their last triennial suits of clothing. The Lac des Mille Lacs Indians have no domestic animals of any description, except a hungry pack of dogs. All the cattle received from the Department were killed and eaten. The only crops raised are potatoes, which are not cultivated very extensively, owing to the

inefficiency of seed available for planting, through their own improvidence in not saving any from the former year's production.

The Sturgeon Lake Indians have not yet received their quota of cattle, neither have they any of their own. In 1879 nothing was raised in their gardens but a couple of bushels of turnips. They complained of not receiving any potatoes for planting, and of being unable to cultivate their gardens for want of implements.

The Lac la Croix Indians complained of not receiving their seed grain, potatoes and implements on their reserves, but were obliged to go to Savanne for them, and carry them home in the canoes. The Seine River Indians prepared hay, every year, for the cattle promised them, and request the Government to supply them during the winter. The chief and others assert that "Chiwanigan," No. 29, on pay-sheet, has not received the annuity for himself and family last year, having been absent at Fort Francis during payments at Savanne, whereas he is represented on a copy of the pay-sheets, in my possession, as having been paid twenty-five dollars to self.

The Agency of Mr. Pither.

The business of this agency is apparently transacted accurately; the books and pay-sheets are neatly and correctly kept; the supplies in the storehouse and the distributions made are properly accounted for, and the payments of annuities are carefully and satisfactorily made. The agent represents that, owing to instructions received from the Department, strictly limiting the issue of provisions to aged, infirm or sick Indians having no relations or friends to provide for them, he has ceased altogether to make any distributions of that nature, as no individuals answering that description can be found, consequently nearly all the supplies in the storehouse, two year ago, are still remaining there. The Indians are dissatisfied with this restriction, and request that assistance in provisions be given all the sick and infirm Indians among them. The system adopted in this and Mr. McPherson's agency differs from that in others, and prevents any arrears from accumulating, for if Indians or their representatives are not present to receive their annuities, the amounts due them are enclosed in envelopes which are either kept by the agents themselves or handed to the respective chiefs until those parties return home, when these moneys are given them. This practice, it appears to me, is liable to be abused, for it frequently happens that it is impossible to determine the numbers in families of absentees, inasmuch as they may have increased or diminished by births, deaths or marriages, since the previous payment, and the amounts to which they are entitled may, therefore, be materially affected thereby. Of the fourteen bands comprised within this agency, about one-half of them are making some advancement in agriculture, especially on Rainy River, but none whatever in education. Chief Mawintopinesso was most importunate in his entreaties, that the Government would build school-houses on the reserves and educate the children of his people whose poverty and ignorance, even with the assistance offered, prevented their doing so themselves. He begged that pity may be taken on his deformed and helpless daughter, and that provisions be given her from the supplies at the agency. Kilcheasuchnabe, formerly a member of Pawawasis Band, in Mr. McPherson's Agency, but latterly belonging to that of Mawintopinesso, in this agency, received his annuities with the former band, as follows, viz.: in 1876, for a family of five; in 1877, for seven; in 1878, for four; and in 1879, for eight; whereas he also drew payments with the latter, for one in 1876, for five in 1877, for six in 1878, for seven in 1879, and for eight in 1880. I informed Mr. Acting Superintendent Graham of the fraudulent imposition perpetrated by this Indian, and requested him to instruct the agents to report on this irregularity, and upon subsequent payments being made to retain his annuities until the whole amount overpaid is fully refunded.

The Agency of Mr. McPherson.

An inspection of this agency fully satisfied me that the agent is discharging the duties entrusted to him, honestly and faithfully to the extent of his ability. Accounts of supplies distributed and in storehouse agree with the records kept in the office here. Very little improvement is manifested in the cultivation of the majority of the reserves in this district. The Indians at Rat Portage and Islington are making some progress in enlarging their gardens and in building themselves comfortable dwelling-houses, but the other ten bands, owing to the large quantities of rice and the unlimited supply of fish available, are devoting but little attention to farming. The greater number of the cattle supplied this and Mr. Pither's agency was killed and eaten by the Indians under one pretence or another.

The only school, a mission one, ever established in this agency is at Islington. The Indians there represent that applications were made a number of times to the Government for a teacher, but that their requests were never granted. They ask to be supplied with one without delay, as the other school is now closed. The heathen Indians of Treaty No. 3 are generally opposed to educational institutions of any description being established on the reserves, in consequence of their traditional aversion to religious instruction, invariably associated therewith; hence the deplorable ignorance and gross superstition which for countless ages overshadowed those benighted dusky savages, roaming like the wild animals they hunted, through forests primeval, or sailing in birch canoes, on ancient lakes, over billows untamed.

The Agency of Mr. McKay.

There was no office or storehouse at the agency last summer when I visited it, but a building for that purpose was partially enclosed. The supplies on hand were temporarily stored in the Hudson Bay Company's warehouse at Grand Rapids. The payments of annuities were generally satisfactory, but the time occupied was excessive, and I suggested to the Acting Superintendent the advisability of curtailing it in future from seventy-six to fifty-three days. The York boats employed in this and Dr. Young's agency require seven oarsmen each, and, in my opinion, are not suitable for the payments; whereas the yacht used by Mr. Martineau is admirably adapted for light transport, and only requires three men to manage it, except in ascending rapids, where extra help could easily be obtained.

In my inspection of Island and Beren's River Bands, I discovered some half-dozen cases where husbands have deserted their wives, and payments for 1880 have been refused them by the agent, on his own responsibility, although in 1879, while the circumstances in these particular instances were precisely similar, he granted their annuities.

I call attention to this irregularity for two reasons: first, because it involves an apparent contravention of Section 83 of the Indian Act, which refers all such cases to the arbitrament of the Superintendent-General; and second, because in other agencies annuities have not been refused on this ground, whence arises a very undesirable lack of uniformity, in the practice, regarding this important matter. Upon enquiring into the correctness of the Cumberland Band annuities, I became possessed of information evincing the existence of a degree of laxity in adhering to the exact provisions of the Indian Act respecting the various persons to whom payments may be made. Inasmuch as the principle involved is one the misconception of which might, in my judgment, open the door of admittance to individuals not entitled to annuities, and thus perpetuate grave irregularities, I shall briefly state the facts disclosed, and such pertinent considerations as present themselves to my mind. Louis Tourdin, a half-breed, born at Isle à la Cross, and an employee there of the Hudson's Bay Company, was in 1878 married to an Indian woman of the Cumberland Band. His name did not appear on the pay-sheets prior to 1879. In that year he received payment

for himself, wife and four children, together with $30 alleged arrears due him for six persons in 1876. He never belonged to this band, nor claimed to be a member thereof, yet in 1879 the agent admitted him as a new entry upon the pay-sheets, and granted him arrears for 1876. Tourdin being a half-breed, and not belonging to any particular band of Indians within the meaning of the Act, is clearly not entitled to any annuity. The fact of his beiag married to an Indian woman does not, according to my interpretation of the Act, seize him or his children of any right to annual payments from the Crown. The woman's status is not impaired so far as her annuity is concerned, but no title accrues to the half-breed or non-treaty Indian who may marry her. If any claim as an Indian can be brought forward upon Tourdin's behalf, it must be based upon his connection with the Isle à la Cross Indians, with whom no treaty exists. In either case, if my view be correct the Department is absolutely free from any responsibility concerning him. Another case, that of Peter Moran, exhibits precisely the same conditions, except that Moran was not married until 1879, and does not appear in the pay-sheets until this year. I have adverted to these circumstances because of their apparently intrinsic importance in the future. The establishment of precedents of this nature may result in augmenting, *ad infinitum*, the number of annuitants, for thousands of others in the far distant north have equal claims with those upon the generosity of the Government.

The Indians embraced within this agency are more intelligent and prosperous than those visited elsewhere. Their gardens are larger and better cultivated, their houses more comfortable and better furnished, and their schools more numerous and better conducted. Frequent complaints were made that salaries of teachers were not regularly received, and consequently the schools in many instances were closed. Blank returns were but recently supplied, and informalities in making out reports often occurred. The delay occasioned in sending them back to distant places for correction caused considerable inconvenience, and militated materially against the successful operation of the schools in remote districts.

I made preliminary arrangements, according to instructions, with the different officers of the Hudson's Bay Company, at the outside posts, for the supplying of seed potatoes next spring to the Indians of Treaties 2 and 5. This will ensure early delivery, and save expensive freights to those distant points.

A widow named Anewees drew her annuity at Broken Head River from 1871 to date, and also at Dog Head from 1875 to 1879 inclusive, but having been detected this year payment was refused at the latter place, and I have requested the acting-superintendent to instruct the agent to retain the amount of twenty-five dollars so overdrawn, from her subsequent payments, and to refund the same.

The Island Band of Indians, lost, from various causes, nearly all the cattle supplied them. The councillor at Wanipkawisibbi is desirous of having his reserve immediately surveyed, as lumbermen are engaged in timber-cutting in its vicinity and he is apprehensive of their encroachment upon it.

Thick-foot expressed his gratitude, on behalf of himself and people, for having been granted a change of reserve from Dog Head to Loon Straits, and said he felt as if he now was newly born, and all the strength of youth come back once more.

Ten families who removed from Norway House to Fisher River, about a year ago, complain that they were refused payment, to either themselves or representatives, only at the former place, and request that they be recognized in future as part of the latter band.

The Indians at Norway House earnestly entreat that an independent band be created there, as their number exceeding six hundred persons are virtually without any one to look after their affairs, as their nominal chief is living one hundred and fifty miles away. They also ask for some farming and hay lands on Pine River, about twelve or fifteen miles to the north-west of their present reserve, in order to have sufficient land for cultivation. The school is vacant, and they request that a qualified teacher be sent them without delay, as their children are growing up in ignorance.

The Cross Lake Indians were supplied with their complement of cattle this year. They unanimously request that Proud McKay, one of their councillors "suspended" by the agent In 1875 for dishonesty, contrary to any construction that can possibly be put upon the 72nd section of the Indian Act, for there is no provision mentioned therein for suspension of councillors for either dishonesty or any other crime, and the Governor alone is vested with authority for dismissals. The crime alleged to have been committed by this councillor consisted in breaking into a deserted storehouse of the Hudson's Bay Company and taking therefrom a handful of tea. His object in going into this building was to get a grindstone supposed to belong to the band, but afterwards discovered that it was owned by the Company, and that the article he was searching for was in another house.

Some dissatisfaction was expressed by the Saskatchewan Indians with regard to the quality and condition of cattle supplied them last year. Doubtless the lengthy and tiresome journey from Fort la Corne had an injurious effect upon them. They arrived at the various reserves much fatigued and reduced in flesh, and to make matters worse the Indians had not provided ample food and shelter for them, resulting in the loss of about three head of the twenty animals received. They made particular objection to an ox supplied to the Cumberland Band, complaining that he was old, whereupon Mr. Belanger, the Hudson's Bay Company's officer in charge of that district, gave them their choice of other two oxen in lieu thereof, and upon examining the same made a satisfactory selection.

With regard to the complaints of the Pas and Cumberland Indians, relative to the quality of the flour supplied them last year, I am convinced from enquiries made, that it was badly damaged by getting wet in transit from Winnipeg to the reserves, and that the representations made to the Department with regard to the same were substantially correct.

All of which is most respectfully submitted.

I have the honor to be, Right Honorable Sir,

Your obedient servant,

E. McCOLL,

Inspector of Indian Agencies.

SUPPLEMENT to Inspector McColl's Report, giving Additional Information Farming

Name of Band.	Churches.	School Houses.	Schools.		Births.	Deaths.	Religion.				
			Supported by Government.	Supported by Mission.			Roman Catholic.	Episcopalian.	Presbyterian.	Methodist.	Heathen.
St. Peter's	1	2	2	.....	66	24	78	1,405	.....	.....	86
Fort Alexander	2	2	2	.....	15	8	180	200	....	.....	91
Brokenhead River (Heathen)	.....	.....	.....	.....	4	9	.....	.....	.....	.....	421
do (Christian)	.....	1	1	.....	5	4	.....	58	.....	.....	27
Black River	.....	.....	1	.....	6	2	4	51	.....	.....	.....
Sandy Bay	.....	.....	.....	.....	7	2	160	26	.....	.....	55
Long Plain	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	172
Yellow Quill	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	209
Rosseau	.....	1	1	.....	.....	.....	16	.....	.....	.....	532
Duck Bay	.....	.....	.....	.....	3	1	69	.....	.....	.....	15
Water Hen	.....	.....	.....	.....	6	5	118	3	.....	.....	5
Crane River	.....	.....	.....	.....	4	2	50	6	.....	.....	.....
Lake St. Martin	.....	.....	1	....	5	3	.....	24	.....	.....	46
Little Saskatchewan	.....	.....	1	.....	4	4	.....	80	.....	.....	14
Fairford	1	1	1	.....	10	1	.....	204	.....	.....	12
Ebb and Flow	1	1	1	....	6	2	18	71	.....	.....	81
Lake Manitoba	1	.....	.....	.....	6	2	31	40	.....	.....	99
Riding Mountain	.....	1	....	1	4	9	9	.....	136	.....	12
North-west Angle, Lake of the Woods (Pahwahwassin)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	121
North-west Angle, Lake of the Woods (Conducomicowinine)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
North-west Angle, Lake of the Woods (Nooteenaquahan)	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	33
Big Island, Lake of the Woods	.....	.....	.....	.....	2	2	.....	.....	.....	.....	97
Whitefish Bay do	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	53
Shabaskang do (Naitumequan)	.....	.....	.....	.....	1	1	.....	.....	....	.....	106
Shabaskang, Lake of the Woods (Kataitaipowacoot)	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	48
Buffalo Bay, Lake of the Woods	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
Shoal Lake do (Sheeshegence)	.....	.....	.....	.....	5	1	.....	.....	.....	.....	65
Shoal Lake, Lake of the Woods (Shawineepeness)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
Rat Portage	.....	.....	.....	.....	7	6	36	36	.....	.....	82
Islington, Winnipeg River	1	1	.....	1	5	2	.....	130	.....	.....	29
Long Sault, Rainy River, No. 1	.....	1	.....	1	5	1	.....	.....	.....	.....	71
do do 2	.....	.....	.....	.....	1	2	.....	.....	.....	.....	55
Hungry Hall, No. 1	.....	.....	.....	.....	1	2	.....	.....	.....	.....	48
do 2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	45
Manitou Rapids, No. 1	.....	.....	.....	.....	2	2	.....	.....	.....	.....	61
do 2	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	32
Little Forks	.....	1	...	1	1	2	.....	.....	.....	.....	79
Rainy Lake (Mickeeseese)	.....	.....	.....	.....	5	.....	11	.....	.....	.....	113
do (Gobah)	.....	.....	.....	.....	2	4	1	.....	.....	.....	33
Nahcatchewenang	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63
Nickickooseeminecanung	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
Flower and Eagle Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	113
Mattawan, English River	.....	.....	.....	.....	.....	1	34	35	.....	.....	68
Lac Seul, Trout and Sturgeon Lake	.....	.....	.....	.....	.....	.....	69	39	.....	.....	294

regarding the Indians of Manitoba and Keewatin, their Education, Religion, Implements, &c.

Hand Rakes.	Axes.	Hay Forks.	Scythes and Snaths.	Spades.	Grindstones.	Hoes.	Pit Saws.	Cross-cut Saws.	Hand Saws.	Chests of Tools.	Bulls.	Remarks.
9	304	238	200	119	13	180	12	6	.....	.....	4	
.....	50	8	30	20	5	70	3	3	.....	.....	2	
.....	32	1	10	20	.....	24	3	6	.....	.....	2	Dr. Young's Agency.
.....	15	.....	.....	9	2	25	2	2	.....	.....	.....	
.....	20	2	7	12	1	20	1	.....	6	.....	2	
.....	55	.....	30	12	2	18	4	2	.....	.....	2	
.....	20	.....	6	2	.....	20	.....	.....	.....	1	.....	Mr. Ogletree's Agency.
.....	12	.....	6	2	1	12	.....	.....	.....	1	.....	
.....	22	.....	8	18	1	25	1	2	.....	1	2	Mr. Tetu's Agency.
.....	7	.....	2	8	.....	24	1	1	1	.....	1	
.....	33	.....	15	12	1	22	2	2	.....	.....	1	
.....	12	.....	12	.....	.....	14	.....	.....	.....	.....	.....	
.....	15	.....	18	13	.....	16	.....	2	.....	.....	1	Mr. Martineau's Agency.
.....	28	.....	11	14	1	18	1	.....	.....	.....	1	
.....	68	.....	29	33	.....	66	3	2	.....	.....	2	
.....	26	.....	21	6	.....	38	1	2	.....	.....	1	
.....	68	.....	25	40	3	70	4	2	.....	.....	3	
.....	24	.....	5	2	1	12	1	.....	.....	.....	.....	Mr. Herchmer's Agency.
.....	25	1	9	4	1	17	1	.....	.....	.....	1	
.....	15	1	9	4	1	9	1	1	.....	1	3	
.....	11	1	5	4	1	12	1	1	.....	1	.....	
.....	40	1	8	7	2	26	1	1	.....	1	2	
.....	17	1	4	3	1	16	.....	1	.....	.....	1	
.....	75	1	5	4	1	10	.....	.....	.....	.....	2	Mr. McPherson's Agency.
.....	20	1	4	5	1	20	.....	1	.....	.....	1	
.....	.....	1	5	.....	.....	12	.....	.....	.....	.....	.....	
.....	20	1	8	.....	2	103	.....	1	.....	.....	1	
.....	.....	1	5	.....	.....	15	.....	.....	.....	.....	1	
.....	16	1	9	2	2	19	.....	1	.....	.....	2	
.....	50	1	20	12	3	30	2	1	.....	1	1	
.....	10	1	13	12	1	12	1	1	.....	1	1	
.....	3	1	3	4	1	6	1	1	.....	1	.....	
.....	4	1	5	2	1	4	1	.....	.....	1	.....	
.....	2	.....	5	2	1	.....	.....	1	.....	.....	.....	
.....	5	.....	4	6	1	12	1	1	.....	1	1	
.....	2	.....	2	3	.....	5	1	1	.....	1	.....	
.....	7	1	10	5	1	20	1	1	.....	1	1	
.....	3	1	5	8	1	10	1	1	.....	1	1	Mr. Pither's Agency.
.....	3	1	4	5	.....	5	1	1	.....	1	1	
.....	4	1	7	6	1	12	1	1	.....	1	1	
.....	.....	1	6	7	1	10	1	1	2	.....	1	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	10	1	7	8	3	20	6	2	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

SUPPLEMENT to Inspector McColl's Report giving Additional Information Farming

Name of Band.	Churches.	School Houses.	Schools.		Births.	Deaths.	Religion.				
			Supported by Government.	Supported by Mission.			Roman Catholic.	Episcopalian.	Presbyterian.	Methodist.	Heathen.
Lac des Mille Lacs	.....	.....	.....	.....	.....	.....	24	.....	.....	.....	87
Kawawiagamot	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	45
Rivière la Seine	.....	.....	.....	.....	3	3	.....	.....	.....	.....	131
Lac la Croix and Nameukan River	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	117
Island Bands	.....	.....	.....	.....	15	9	8	.....	.....	31	200
Fisher River	1	1	.....	1	7	8	.....	.....	.....	186	.....
Berens River	1	1	.....	1	18	9	6	.....	.....	208	266
Norway House	1	2	.....	2	20	17	.....	.....	.....	615	.....
Cross Lake	.....	.....	.....	1	10	7	.....	.....	.....	147	78
Grand Rapids	1	1	.....	1	9	1	19	115	.....	.....	.....
Cumberland	2	2	.....	2	17	15	83	264	.....	.....	2
The Pas	1	1	1	.....	42	23	14	615	.....	.....	54
Moose Lake	.....	.....	.....	.....	10	8	.....	82	.....	.....	173
Total	14	19	12	12	342	211	1,038	3,489	136	1,187	4,917

regarding the Indians of Manitoba and Keewatin, their Education, Religion, Implements, &c.—*Concluded.*

Hand Rakes.	Axes.	Hay Forks.	Scythes and Snaths.	Spades.	Grindstones.	Hoes.	Pit Saws.	Cross-cut Saws.	Hand Saws.	Chests of Tools.	Bulls.	Remarks.
2	8	2	2	10	2	20	2	1	.....	.....	.....	}
3	13	1	2	3	2	14	1	1	1	1	.....	} Mr. Matthews' Agency.
5	10	1	4	4	2	10	2	2	.....	1	.....	}
.....	5	1	5	10	2	13	2	2	.....	1	.....	}
.....	70	.....	9	22	2	40	2	.....	8	3	1	}
....	52	2	28	31	15	42	9	.....	.....	.....	1	}
.....	186	.....	11	33	10	79	4	2	26	1	1	}
.....	243	.....	30	33	19	94	9	5	.....	1	5	}
.....	56	.....	4	11	2	22	1	1	.....	1	.....	} Mr. McKay's Agency.
.....	35	.....	6	12	.....	30	1	1	.....	1	.....	}
.....	103	.....	10	15	5	70	5	.....	.....	1	1	}
.....	209	.....	27	25	3	130	6	2	.....	.....	4	}
.....	73	.....	9	7	2	31	2	1	.....	2	1	}
19	2,216	277	744	671	124	1,674	107	70	44	29	60	

COUTCHEECHING AGENCY,
RAINY LAKE, KEEWATIN,
1st September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit the following report on Indians, Treaty No. 3, under my charge, and also tabular statement.

LAC SEUL, TROUT AND STURGEON LAKES.

This band of Indians have cleared several patches of land, on the proposed reserve, and expressed a desire that the Department should send a Surveyor to survey their reserves.

As this band is numerous, and extend over a large extent of country, from Sturgeon Lake to Trout, they have requested that they be divided into two bands:—The Trout and part of Lac Seul West to form one band, and Lac Seul East and Sturgeon Lake the other; and that the Department consent to appoint another chief. They say that by the number (400) they are entitled to another chief. They have consented to build a school-house. They sowed the wheat and barley sent to them last season. They have been unfortunate with their cattle; out of the five head supplied only one ox remains.

I vaccinated 150 after the payments.

There have been 19 deaths in this band since last payments, partly owing to relapses from exposure when recovering from measles.

MATTAWAN, ENGLISH RIVER.

These Indians have not made much improvement; part of them reside on English River, and are more industrious than the part who are with the chief at Mattawan.

They are anxious that their reserves should be surveyed.

No. 14 AND 15.—HUNGRY HALL, RAINY RIVER.

There are two bands at this place.

Mr. Morriseau ploughed some land for these Indians last spring; they intend to sow wheat and barley next season.

No. 13.—LONG SAULT, RAINY RIVER.

These Indians are improving. A man was sent down to plough, and sow five bushels of wheat, and as they lost part of their seed by frost, ten bushels of potatoes were given to them for seed. Their crops have a good appearance, although part of their fields were flooded by the high water in June and July.

No. 12.—LONG SAULT, RAINY RIVER.

The Indians of this band are also improving. One of the farmers on the river exchanged work by permission, and ploughed and sowed three bushels of wheat for them. They also got ten bushels potatoes, as some of them lost their seed by frost.

No. 11.—MENITO RAPIDS, RAINY RIVER.

There are two bands at this place. One of the farmers on the river exchanged work and ploughed and sowed three bushels of wheat for one of them; the other only planted corn and potatoes, as they were not prepared for wheat. The seed is in store for next season. One of the oxen of this band died during the summer, which is a great loss, as some of the band had learned to plough.

No. 10.—Little Forks, Rainy River.

These were not prepared to sow wheat, as they were short of food during the spring and were unable to procure fencing, which they intend doing, also to sow wheat and barley next season.

The seven bands who have their reserves along Rainy River, have excellent land, and several acres on each reserve are ready for the plough ; were they more industrious, and would abandon their old customs of dancing and feasting, they could produce enough grain to keep themselves and families, instead of being obliged to sit out on the lakes and fish during severe weather.

No. 18—Rainy Lake.

These Indians have part of their reserve in the bay, above Little Rapids, and although the land on the lake is good, only one family has planted a few potatoes and corn in this part of the reserve. I am sorry to say that they have not made any improvement since my last report. The half-breeds who receive annuities are paid with this band, but I am sorry to say that they have not enlarged their fields. The half-breeds and Indians got 27 bushels of potatoes for seed.

No. 17.—Naicatcheewenang, N. W. Bay, Rainy Lake.

Only part of this band plant on the reserve, the others plant corn and potatoes in their old gardens. Three families have commenced to build on the reserve.

No. 26.—Nickickooseminican, N. E. Bay, Rainy Lake.

This band of Indians have built three houses and enlarged their fields ; they had enough potatoes for the winter, and supplied other Indians with seed. They are anxious to better their condition by cultivating the soil.

No. 27.—The Wabegon and Eagle Lakes,

These Indians are in two parties, part on Wabegon and part on Eagle Lake ; those on Wabegon have only small patches of potatoes, and as their reserve is near the railroad line, they have neglected their gardens. I am sorry to say that the chief is addicted to liquor, which he always finds means to get from the whiskey peddlers along the line.

Those on Eagle Lake have enlarged their fields, and have requested that they may be supplied with wheat and barley for next season.

Owing to the high water all the hay grounds have been flooded, and I am afraid the Indians will be short of hay for their cattle.

The following bands have requested that their reserves be surveyed: Lac Seul, Mattawan and Eagle Lake, as the surveyor was recalled before finishing the survey of Eagle Lake reserve.

The supplies of ammunition, tea, tobacco, twine, pork and flour were all of good quality; neither percussion caps or gun-flints were sent with the supplies.

I have the honor to be, Sir,

Your obedient servant,

R. J. H. PITHER,

Indian Agent.

ASSABASKASHING AGENCY,
LAKE OF THE WOODS,
September 7th, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to transmit, for your information, the following report on the Indians under my supervision, also a tabular statement.

The tabular statement I have filled up as far as information I have received will allow me to do. With regard to the measurement of cultivated lands on the Indian reserves, I find it impossible to give a correct account, as I have not the chance of seeing the improvements the Indians do, and have to be guided by informaation received, another thing, I do not feel competent to measure land, or to give a correct valuation.

The Indians of Lake of the Woods, as well as those of Shoal Lake, have made very little improvement in cultivating new land, since my last report.

The Rat Portage Indians have cultivated some land in addition to their old farms. With the exception of a few families, all plant potatoes, and some Indian corn; they would do better if they had some person to show them how to work their agricultural implements.

The Islington band of Indians are the most industrious under my supervision; they have cultivated a good deal of new ground in addition to their old farms. This band were supplied, from Winnipeg in May last, with twenty-five bushels each of wheat and barley for seed, but the seed came too late for sowing, so, on that account, a good deal of their lands are lying idle.

Last summer, 1879, the crops of all the bands under my supervision, such as potatoes and Indian corn, were good. Like years before, the potatoes intended for seed, that were secured in pits for safety, were more or less destroyed by frost; in consequence the seed planted this season was smaller than was intended to be used; what has been planted promises by appearance to produce a good crop.

The Islington band of Indians numbers 159 souls: 29 are Pagans, 130 profess Christianity (Church of England). They want a school and farming instructor to be sent to them as soon as possible. There is a school-house belonging to the minister of the place, which they say they will hire to be used as a school-house in the meantime, while building a new one of their own; they want their children to be taught to read, write, and other useful knowledge, and above all Christianity; they have a church partly paid for by them, and partly by the Missionary Society. They also wish that their reserves should be surveyed, they want their reserve in three different places.

The Rat Portage band numbers 154 souls; 128 are Pagans, and 26 profess Christianity, of various denominations. They wish to have a school teacher to teach their children. Their reserve is divided into three equal parts, a certain number of them live in each of these parts, in consequence they have not decided where they will build the school-house.

The ten bands of Indians of the Lake of the Woods, proper, and Shoal Lake, number 647 souls, all Pagans; they have not come to any decision with regard of building school-houses, they would rather the Department would get them built for them. Those along the frontier are hard to be convinced of anything we tell them, they hear so many stories, from evil-principled people as to how much better the United States Government treat their treaty Indians.

The Rat Portage band of Indians are dissatisfied with the manner in which two blocks, A and C, of their reserves were laid out last year. Block A, they say, they wish it was more to the W. N. West, it would give them more land fit for farming and for hay purposes; whereas, where it is laid out, they are deprived of both on account of rock. In block C the greatest part is rock, unfit for any purpose. They say that a good deal of their cultivated lands and houses were left outside, and they have no hay

meadows inside of the block. The land from which they used to cut their hay is all outside.

The Lake of the Woods and Shoal Lake Indians, those that have not their reserves laid out wish to have them surveyed.

Chiefs Pawahwassin, Conducumecowininie and Nootinaquaham wish to be allowed to change their wild land reserves lying on the north shore of the entrance of the North-West Angle River, elsewhere; they wish the change, as it is unfit for cultivation; it is covered with nothing else but rock and swamp; no good timber on the ground.

The general health of the Indians under my supervision has been good. There has been a small increase in the population since my last report.

The language used by the Indians under my supervision is the Chippewa dialect.

The Indians under my supervision are much dissatisfied on account of the non-arrival of the Indian supplies at this place at the dates appointed. Year after year, since I was appointed Agent, dates are fixed for my guidance, for each place where I am to pay the Indians their annuities, in consequence, I have to notify the Indians to meet me on the dates appointed; the Indians do not bring any provisions along with them for their use while getting their pay; they depend on the supplies they are allowed from the Government, and of our assurance that the supplies will arrive at the date appointed, in consequence the Indians suffer greatly before the supplies arrive; some years they have been obliged to leave before it arrived, after spending a good deal of their treaty money in purchasing provisions to keep themselves and families from starving. Two years ago I had to feed them out of my own stock; last year I had to feed them out of the provisions for destitute Indians, and seed grain lying on hand here; after all, they had to leave before the arrival of the supplies. This year the supplies were backward in arriving also; I had to purchase from Mr. H. Gardner, a merchant, 600 lbs. flour, 6 lbs. tea, and 6 lbs. tobacco, to feed the Indians while we were waiting for the arrival of the supplies; if this could be remedied, it would put down a great deal of discontent among the Indians on this line.

With regard to the intoxicating liquor traffic, I am sorry to state that in place of getting less it is getting worse; the greatest quantity that comes there is brought through by the Dawson road; from Winnipeg to the North-West Angle the road is not guarded, the dealers bring their stuff through without fear of being molested, either by the Dominion or United States Government; just now there is a large quantity put by on islands in the Lake of the Woods, by the dealers; the Indians, I am sorry to say, get a fair share of the stuff. Some dealers brought some of the stuff to the place of the Indian payments this year, but fortunately a detective without employment (Hugh Kerr) was at the place of payment; when the dealers heard of his name they left immediately. But at Rat Portage place of payment, I was much annoyed by them selling the liquor to the Indians. I applied for assistance to the Magistrate of Rat Portage, but none of the offenders were caught; better protection will be required another year at the time of Indian payments, if the liquor traffic is still carried on.

I have the honor to be, Sir,

Your obedient servant,

G. McPHERSON,

Indian Agent.

North-West Territory, District No. 2,
Manitoba House, Indian Agency,
9th September, 1880.

The Honorable
The Superintendent General of Indian Affairs,
Ottawa, Ont.

Sir,—I have the honor to submit, for the information of the Department, with the tabular statement, the following report on Indian affairs within this Agency, for the year ended 30th June last.

I am sorry to say that I have not succeeded in getting data wherewith to correctly fill up the statement; but I give all the information as far as I could learn from the chiefs and councillors of the quantities of land they have under cultivation; the dates fixed for my visit to the reserves did not admit of time for a thorough inspection by myself; however, I did examine several farms on each reserve, which promised a pretty fair yield, but owing to the unusual rainy seasons, I fear that the harvests will not be as large as they promised in the earlier part of the season.

Lake Manitoba has risen over four feet, causing great damage to farms on the reserves immediately situated on the lake, as well as to the surrounding country. Potatoes are not affected very much, though the crops would have been better in a drier season.

LAKE MANITOBA.

A great deal of dissatisfaction prevails on the reserve, owing to so many members of the band being scattered on points along the lake and not residing on the reserve; the chief and his councillors are making every effort to bring them together, but they are not as yet successful. The remaining members of the band are anxious to have a school, but are unable to have a sufficient number of children owing to the absence of so many members with their children.

EBB AND FLOW LAKE.

This reserve has been partly flooded over, great harm has in consequence been done, and I fear only those members of this band having potato patches on high ground will have anything to show for the seed issued to them last spring.

About ten families belonging to this reserve, representing forty-three souls, are living in Manitoba Village, a distance of ten miles from the reserve; they have horses, cattle and improvements in that locality, and as most of them were established there before the transfer of the country to Canada, they allege they will require an allowance to enable them to move to the reserve. About seven families, representing thirty-one souls, are wandering round Riding Mountain and Lake Dauphin, subsisting chiefly by hunting. The majority, however, of the band are on the reserve where they are making a small settlement, by adding yearly to their improvements a house or a stable, as the case may be. I did not issue to them the usual quantity of seed grain as the season promised to be very wet, and I fear that even from what they received they will have but very poor return. The school is progressing favorably. During the past winter several of their cattle died, and it was reported to me that some cattle disease was the immediate cause, but as it did not extend any further I imagine it could scarcely be correct.

CRANE RIVER.

Though numbering few this little band deserve great credit, they thoroughly understand the art of potato raising, and their fields, as seen during my last visit in July, were looking so well, and were so tastily done that they would be a credit to a white man. They are heathens, but are quiet and industrious and live very peaceably, and are in fact an example to the Indians of the other reserves.

WATER HEN RIVER.

This band is getting more numerous each year. They are coming on the reserve and intend working for themselves; the soil being rather poor, none being good, with the exception of that on ridges and timbered land, they are obiiged to work hard in order to have the smallest garden, but they are, nevertheless, willing to work, and each ycar their improvements are noticeable. They are building a school-house; when completed they expect to have a teacher, and are gathering closer to each other, in order to be nearer to the school, so their children will thus be benefitted. As compared with the other reserves, this one is the poorest, fish being very scarce, and there being hardly any fur; but they hope that by perseverance in farming to overcome all difficulties in the future.

FAIRFORD.

This reserve is progressing more favorably, and it is really interesting to visit some of their farms, and, judging by the appearance of their crops in July, they will certainly have a good harvest, which looks cheerful for the coming winter. The chief, in the name of his band, thanked the Government last winter for the seed grain they had received in previous years, and stated that now, through the aid of the Governmen,t they were enabled to save enough seed for their own use yearly. The school is kept regularly, with satisfactory results.

LAKE ST. MARTIN.

This band have in past years shown but very little progress, and I was glad to find, in my last meeting with them, that they are now anxious for improvement. They have gathered on a spot on the reserve, and are going to build a school-house. The school is progressing very favorably under the new teacher.

LITTLE SASKATCHEWAN.

This reserve has not yet been surveyed, causing great disputes among the band about the most suitable site for their reserve. Owing to high water the river rose and almost completely flooded the surrounding country, so much that they had a very few acres of dry ground. However, they had pretty good gardens considering the state of affairs. Most of the potato crops were drowned last year. When their reserve is allotted to them they propose building a school-house. At present, however, school is making good progress.

DUCK BAY:

This band, though forming part of Treaty No. 4, was this year transferred to this district for payment, owing to the difficulty of reaching the reserve by land by the Agent of Treaty No. 4, and it being so much easier got at by water, from this quarter.

This reserve is surrounded by swamps and marshes; consequently, there are but a few acres under cultivation, and most of the members have good houses. The fur is more plentiful in that part of the country, and, together with the fish, the Indians anticipate passing a good winter.

The health of the tribes in this agency is, as a rule, very good, but they all expressed to me their desire to have a physician visit them during the coming winter, as there are, on each reserve, members suffering from diseases of rather long standing.

I have the honor to be, Sir,

Your most obedient servant,

H. MARTINEAU,

Indian Agent.

PROVINCE OF MANITOBA,
ST. PETERS AGENCY, LOWER FORT GARRY,
25th September, 1880.

The Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following report, together with tabular statement containing statistics of the Indian Bands in my agency.

Speaking generally of all the bands, I may say there has been very little sickness during the past year, and as a consequence there have been fewer deaths among the children than in any previous year since they have been under my charge.

In the early part of the season the crops were all looking remarkably well, and a greater quantity of seed than usual was sown, but a frost in July did considerable damage to the potatoes, and since the harvest began there has been a great deal of wet weather which has damaged some of the grain. The hay crop has been an exceptionably good one, and more than the usual quantity has been put up and is in excellent condition.

In some of the reserves, more particularly St. Peter's, where there is an unlimited supply of hay and a good market, the Indians might add very materially to their support by the sale of this article alone, but, as they are not pressed by want in the summer, they are not thrifty enough to provide for the hard time sure to come in the winter, and therefore, as a general thing, do not put up much more than they require for their own use.

The privilege of cutting and selling the dry or fallen wood, free of charge, off the reserves, which the Department granted to the Indians last winter, was very much appreciated by them; and as long as there is so much timber in the reserves which has been burned and destroyed, and which, if left alone, will only rot, there seems to be no good reason why the privilege should not be continued.

The payment of annuities this year was made in one instead of five-dollar bills as heretofore. This is decidedly to the advantage of the Indian, and he obtains better value for his money. Formerly when an Indian handed a five-dollar bill to a trader in payment of an article there was always a good excuse for asking him to trade out the balance in the absence of change, and so he frequently had to buy articles he did not wish, and would not otherwise have taken.

In the use of intoxicating liquors by the Indians I cannot report any improvement, and there does not seem to be any difficulty in their obtaining as much as they have money to pay for. The change in the Act relating to the sale of liquors to them, seems to have made no difference either one way or the other. I fully expected it would have resulted in a larger number of convictions, but so far this has not been the case in this district.

ST. PETER'S BAND.

In my last report I stated that there was a great deal of dissatisfaction amongst the members of this band on account of the school and land questions. This feeling had increased to such an extent that Mr. Dewdney, the Commissioner visited the reserve in April last, and gave a careful hearing to all their complaints and grievances; and being convinced that there was good foundation, for some of them, granted certain of their requests, amongst others that a school-house should be built on the reserve, which was to be wholly supported and controlled by the Department, at the same time informing them that only a teacher holding a certificate from the Provincial Board of Education would be employed—this was understood on both sides to be a final settlement of the school question. And now if the land question can be as satisfactorily dealt with, and the trespassers removed from the reserve, the future conduct of affairs here would at least have none of the old standing difficulties to complicate it, or prevent the carrying out of the wishes and regulations of the Department.

It is now over nine years since the treaty with these Indians was signed, and yet the ownership of a large portion of the reserve, which is in dispute between the Indians and certain white men is not definitely decided. This unsatisfactory condition of affairs materially prevents the settlement and improvement of a portion of the reserve that is situated along the river, as there is no guarantee to anyone who may improve the land that he will reap the benefit of his labor. It it were decided that all land in the reserve sold by Indians to white men since the date of the treaty had been illegally sold and was still a portion of the reserve, I am convinced that in a very short time every lot would be settled and built upon.

There has only been one school in operation on the reserve since February last, when the one in the north end of the parish was closed by the action of the white settlers in failing to vote any money for its maintenance. The school in the south end is well attended, and the progress of the children is very satisfactory.

Broken Head River.

School matters on this reserve still continue to be rather unsatisfactory on account of the difficulty experienced in getting the children to attend regularly; this is caused, in a great measure, by the parents frequently leaving their homes to hunt or fish.

There has been some new land broken up since last year, and more ground cultivated than usual. The only crops raised are potatoes, barley and corn. There has been a good deal of hay cut, but this is mostly for their own use, there being no market near for the disposal of any surplus. One of the members of the Christian Band bought a mowing-machine, and is now trying ts cut all the hay he can to sell to his less fortunate neighbours.

Six families of the heathens promised last fall to settle down on the reserve, but, so far, only one has done so. A number of this band made a trading visit to another band near the Mission's River, in the United States, and returned with thirty-six horses which they had bought with goods of their own manufacture, such as shoes, leggings, belts and beadwork. They were very proud of their bargain and talked of bringing them to the reserve for use there, but I fear their good intentions will be forgotton.

Fort Alexander.

Owing to the severe and continued cold of last winter, most of the potatoes that had been stored in pits were frozen, so that in the spring the people were entirely without, and had to depend altogether on the supply furnished by the Department.

A new church has been built at the Roman Catholic Mission, and the old building is now devoted to school purposes only.

The catch of furs last year was very good, and although the price was lower, yet they were able to get their supplies more cheaply, and therefore did very well.

There are now two saw-mills on the river, one on the reserve, the other a few miles above it, so that any of the Indians who wish to work can easily obtain employment at very good wages, and also be able to dispose of their crops to advantage. A number of white settlers are taking up land and farming along the river above the reserve, and as they have already made good clearances and improvements their example may be of benefit to the Indians.

The two schools on this reserve are fairly attended, and the scholars are making satisfactory p ogress.

BLACK RIVER.

This band has now received its complement of cattle and will be expected to show more rapid improvement in the future.

The school here has been very irregularly kept and therefore very little progress has been made. They all seem very anxious to have their children educated, and it

must be partly the fault of the teacher that the attendance is not better. The reserve being so far away from the settlement, and the salary so small, it is difficult to secure the services of a good teacher.

The frost in July was particularly severe at this point.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG.

PORTAGE LA PRAIRIE AGENCY,
25th September, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—In accordance with instructions contained in circular, dated 20th July last, I herewith enclose tabular statement showing the census of the several bands of Indians, under my charge, for the year ending 30th June, 1880. The Long Plain Band, Short Bear or Keeshkeonaquah chief, put down the same amount of seed that they did last year and, where the crops are taken care of, they look well. Many of the Indians, after they put in the crops, go away to hunt and do not return till the payments are made in July, and by that means they neglect them; it is impossible for me to say the amount they raise, as they are using them from the time they are fit for use, consequently they have but few things to lay up for the winter.

Swan Lake Band, Yellow Quill chief. This band has no inclination to settle on their reserve, they put down the same amount of seed they did last year, but as they are not on their reserve, I cannot say how their crops look; very few of them care about farming, and those of them who remain out from the settlement seems to do better than those who remain near the town, as they have not the same opportunities of getting liquor. This band positively refuse to settle on their reserve; they now want to have the several bands united again, under one chief, and their reserve adjacent to the reserve of Short Bear, or the Long Plain.

Sandy Bay Band, Nahwahchewarkahpone chief. This band show more inclination to farm than either of the others and in a few years would become self-supporting, if it were not that their reserve is too wet for farming purposes; it is only here and there that there is a very small spot fit for cultivation, still they are anxious to remain on their reserve, as it is well adapted for fishing and stock raising. they have now about one hundred head of cattle and about sixty head of horses. They complain of last autumn being very poor for fishing, as they did not catch enough for their own use. They caught a great many muskrats and the price of the skins, this year, was high, but owing to many of the Indians not being able to inform me of the number they caught, I cannot accurately fill up the column headed furs. I have been urging on the members of the several bands to break more land, but invariably the reply is, the Government will not supply us with oxen.

I am, Sir, Your obedient servant,

FRANCIS OGLETREE,

Indian Agent.

PROVINCE OF MANITOBA,
ROSSEAU RIVER AGENCY.

No report from Mr. George Newcomb, Indian Agent.

NORTH-WEST TERRITORIES,
ASSINNIBOINE SIOUX RESERVE,
BIRD'S TAIL CREEK,
September 10th, 1880.

SIR,—I have the honor to enclose tabular statement for the year ending June 30th, 1880. It will be seen that considerable advancement has been made by the Sioux in my agency, particularly in the number of houses built.

At Bird's Tail Creek nearly every family has a house, and resides permanently on the reserve, having raised sufficient wheat, corn, potatoes and vegetables to last until next crop. Unfortunately a very early frost struck all the corn in low places, and has spoilt it for seed; but the Indians farming on high land, and planting early, have secured a large quantity in fine order. The rapid settlement of the adjacent country affords constant work to the Indians requiring it, in cutting house logs and hay, and getting out fencing, at which they are very expert.

Considerable improvement is also shown in the care of their gardens, the weeds having been kept under and the fences made strong and neat. This band, last spring, on hearing of the destitute condition of the Salteaux at Riding Mountain House, subscribed three bushels of seed corn out of their own scanty supply, and sent one of their number with it to distribute among the Salteaux. Taking into consideration that there is only one yoke of oxen for every five families, as much farming has been done as could be expected.

At Oak River Reserve, the Rev. Mr. Perman, a Church of England missionary, has taken up his residence, and many families are preparing to live permanently on the reserve, most of the Indians having hitherto wintered at the Portage. A number of houses and stables are now being built, and enough hay has been cut and stacked to feed all the cattle through a prolonged winter. Mr. Berman, the missionary, informs me that the Sioux are anxious to have their children taught English.

Farming operations at this reserve were greatly retarded by the River Assiniboine overflowing its banks and remaining out nearly a month, it being late in May before the gardens could be cultivated, otherwise a much larger area would have been sown. Their crops look very well however, and unless a very early frost comes their harvest will be abundant. These Indians are very successful potato raisers, and perfectly understand preserving them in pits during the winter. Last spring they supplied Rapid City and neighborhood with seed, and kept sufficient old potatoes to last themselves until July.

Both these reserves are now well supplied with cows, and will soon raise enough steers to enable each family to have an ox; and both bands are quite able to feed and clothe themselves. Scattered along the Assiniboine, between these two reserves, are several small bands farming on a small scale. They are putting up houses and stables, and have stacked sufficient hay for wintering their cattle.

These Indians earn a good deal of money, cutting wood for the steamers. At Oak Lake, south of the river, the Sioux have a reserve, but are only just commencing to farm. They got their first oxen last fall, but unfortunately all the land they ploughed was flooded this spring, the Pipe-Stone Creek being very high. Their plough was stolen during the winter, while the band was away hunting, and it was late in the spring before they were supplied with another. Since they received the new plough, a great deal of land has been broken, and if they can make a living during the coming winter on the reserve, where they are building houses, these Indians will, I am sure, be very comfortable and contented, I may add that this band hired a plough from a half-breed to work their little gardens last spring. They have never as yet wintered on their reserve. Six families still live at Turtle Mountain, and have small gardens, subsisting mainly by hunting, however. Hitherto a great many Sioux have wintered at this point, but game is getting scarce owing to the rapid settlement of the country, and the six families living at the mountain are anxious to farm. But the closeness of the frontier, and the distance from the other reserves, would render

their permanent settlement at Turtle Mountain undesirable, especially as there is plenty of room for them at Oak Lake.

A number of families are still at Poplar Point, the Portage and Gladstone, but they are coming into the reserves quite as fast as it is desirable with our present stock of cattle. These Indians all support themselves by working for settlers, and hunting muskrats, so that they are no expense to the Government at any time. Very few of the reserve Indians now practice polygamy; divorces are, however, rather frequent, and it is a little difficult to remember whose wife a woman is, as she may have been married to three or four men at the same reserve; many of the Indians at Bird's Tail Creek are, however, legally married.

Medicine dances still occasionally take place at Oak River, the promoters of these dances giving away everything they have and commencing afresh; great immorality also prevails on these occasions, and it is to be hoped they will soon cease altogether; the Bird's Tail Sioux do not allow them to be held on their reserve.

In March last, I received orders from the Department to visit the Salteaux at Riding Mountain. I found many of them in great distress, and urgently requiring relief. On my return in July to pay this band, I was much pleased with the great improvement in their condition, most of them being well clothed. Several new houses were being built in a style much better than any Indian houses I have yet seen. As the band has now two yoke of good oxen, it is to be hoped that farming operations will be speedily extended. There is plenty of work in this neighborhood in the lumber shanties during the winrer; and with the exception of two families without men able to work, these Indians should be no further expense to the Government. The great improvement in this band I consider mainly due to the untiring exertions of the Rev. Mr. Flett, the Presbyterian Missionary on their behalf.

I have the honor to be, Sir,

Your most obedient servant,

L. W. HERCHMER,

Indian Agent.

GRAND RAPIDS, N.W.T.,
INDIAN OFFICE, 18th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs.

SIR,—I herewith forward the tabular statement, as complete as circumstances will permit.

I received the form of tabular statement only after my arrival here, and after making the payments at all the points on the Lake Winnipeg, but had for my own information taken a census and made inquires of the several bands regarding many of the questions required in the form of tabular statement sent.

I am sorry to say that I was unable to ascertain the value of personal property, &c., total value of real and personal property, &c., description and value o furs, and description and value of other industries and also other distributions.

I have no means of ascertaining the area of reserves, not having been supplied with plans of the surveys of the reserves surveyed, and others have not yet been surveyed.

To the enquiry: "acres under wood," I must say that almost all the reserves in Treaty No. 5 are under wood, brush, muskegs, rock and water.

Trusting that the tabular statement and these few remarks may be satisfactory to the Department.

I have the honour to be, Sir,

Your obedient servant,

A. MACKAY,

Indian Agent.

LAC DES MILLE LACS.

No report from Mr. R. H. Matthews, Indian Agent.

OTTAWA, 31st December, 1880.

To the Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—The report I had the honor of submitting to you on Indian affairs in the North-West Superintendency, dated January the 2nd, 1880, informed you of the position I found the Indians in when first I undertook the management of Indian affairs in the North-West, as well as the manner in which they received the information I gave them of the new policy that the Government intended to pursue towards them in assisting those who would settle and work on their reservations; I also informed you that provision had been made for them, in accordance with the recommendation made by the conference held at Battleford, in the month of August, 1879, to consider the Indian situation.

I now beg to report generally on Indian matters as I found them during the present season. I am glad to be able to state that I believe the new policy inaugurated by the Government in 1879 will be successful, and although the production of some of the farms will not be as large this year as I had hoped, on account of the late arrival of the farmers in the fall of 1879, which prevented their preparing their land for the spring sowing as early as is necessary in the North-West, the work performed by them, with the assistance of the Indians, has been most gratifying.

I am in hopes the food raised this coming year on our farms, and reserves, will go a great way towards feeding the Indians who by that time will have become settled.

I attach a return showing the number of acres broken (the bulk of which will be ready for seed as soon as the frost is out of the ground), the number of acres under crop this year, rails cut, acres fenced, hay cut and buildings erected.

The reserves in the neighborhood of Carlton have turned out fair crops, and the grain has been harvested in good shape by the Indians. As these were put in on old land they are finer than those on the reserve farms.

The Indians, I am glad to say, in this section are handing seed to the farmers to keep for them until next spring.

I instructed our farmers to try and bring this about, and the Indians appear to be willing to do it. Heretofore they have had no means of storing it excepting in their lodges, and when it was constantly in sight they could not refrain from giving it away or eating it. The Indians settled in the neighborhood of Battleford have also worked well.

On Red Pheasants' reserve, at Eagle Hills, some sixteen different fields were cultivated. A few families being interested together in the working and proceeds of these several fields, and it was found that where we have been able to arrange to give a few, and in some instances single families, a garden to be looked after by themselves, with the right to keep the produce raised on it, much more interest was manifested than when a large field had been worked in common.

On this reserve several Indians have been able to sell potatoes raised by themselves, after keeping enough for their own and their friends' consumption.

There are other reserves in this neighborhood that were settled for the first time last spring. They are occupied entirely by Plain Cree Indians, who never before grew a potato. They have worked well; and it convinces me that perseverance and good management will make them fair workers.

I propose in the future, where it is possible, to have small fields broken up for individual families, and have instructed the farmers to that effect.

In Treaties 4 and 6, there has been more or less agriculture carried on for several years by the Indians, and some of them have made very satisfactory progress, turning

out good ploughmen, mowers, and, in fact, good useful farm hands; but as so many of their friends are constantly coming in from the plains, where it is now impossible to make a living, the produce raised does not make such a good show as it would had the consumption been confined to those families who had actually settled.

In Treaty 7, the Stoney Indians, who for a couple of years back have made an attempt at farming, and who have shown a greater desire to improve, have made considerable advancement since an instructor was sent to assist them.

Each of these bands under Bears Paw, Chinikey, and Jacob, will have sixty acres under crop next year. They have this fall received the cattle promised them at the time of the treaty. The cows and calves, belonging to each family, are branded with a number that corresponds with the number opposite the names on the pay-lists as well as the band brand; each family will consequently know their own cattle, and take a greater interest in them, than if they had been turned over bodily to the chiefs. They received 198 cows, 51 calves, 6 bulls and 6 young steers. They were an excellent lot of young cows, and I believe these Indians will take pride in them, and their reserve being located in one of the best cattle districts I have no fear but that they will increase very rapidly, and in three years should produce as much meat as those Indians should require.

These Stoney Indians have had the advantage of the advice of the Reverend John Macdougall, who accompanied the chiefs to Fort Macleod at the time they received their cattle. He believes, from his knowledge of these Indians, that they will take the greatest care of their cattle.

These bands of Indians are good hunters and trappers, and spend a good deal of their time in the Rocky Mountains, between the Boundary line and Jasper House. They will require but small assistance from the Government, and in a short time, I trust, will be quite independent.

The Piegans, whose reserve is on the Old Man's River, near Fort Macleod, have also made a good commencement. They settled for the first time this spring and have had over a hundred acres under crop. They have built fifty houses. Ten of those families have exchanged some of their horses for stoves, while others have built fireplaces. They also have received their cattle, which are branded similarly to those given to the Stoneys; but with their own distinguishing brand. As these cattle will range with the other portion of the Government herd that have not been as yet delivered, I feel sure they will do well.

One or two of the chiefs of the band have had a few cattle of their own for a year or two, and have taken great care of them; and I am in hopes the same will be the case with the other Indians who have lately become possessed of theirs.

I have instructed the agents to notify the Indians, that as their cattle are given them by the Government in order that they might raise their own meat, any family killing them will be debarred from any further assistance from the Government.

The Bloods, a portion of the Blackfeet Nation, and representing the largest number, notified me last year that they were not content with the reserve as agreed upon to be given them at the time of the treaty. I reported this matter to the Government last winter, and an Order in Council was passed authorizing Colonel Macleod and myself to meet the chiefs and endeavor to make a satisfactory arrangement, by which the wishes of the Bloods could be carried out.

On arriving at Fort Macleod, I found a large portion of the Blood Indians awaiting my arrival, for the purpose of hearing what determination the Government had come to in regard to that matter. As Colonel Macleod was at Fort Walsh, and I knew would be delayed for some time; and that Crowfoot, the only Blackfoot Chief from whom any opposition might be expected was across the line, where he had been for over a year, and not likely to return, I informed the Blood Chief that if he would give me a release of all his interest in the reserve situated at the Blackfoot Crossing, provided the Government would give him a reserve at the point he indicated, I would send an instructor with him and his band to the spot selected by himself, where he could build houses and prepare some ground for next season, and that I

would recommend on my arrival below that a reserve be given to him at that point. This greatly pleased the chief and his Indians who were with him.

In a day or two they all left, accompanied by an instructor, and I have since heard that every family has a house to live in, and some twenty or thirty acres of land have been broken.

As I have already reported specially on this matter, I mention this to show how the wildest Indians are prepared to go to work if they have an opportunity of doing so.

The Blackfeet Indians under Crowfoot, left their reserve last October twelve months for the United States, and very few have, as yet, returned.

They have been amongst the buffalo ever since they left, and I do not anticipate that they will return before next spring.

On my arrival at Fort Walsh, last October, I found some three thousand Indians, representing portions of forty-two different bands, awaiting my arrival, in order, if possible, to be paid their annuity money at that point.

The annual payments had taken place at the end of July, but these Indians being among the buffalo, did not like to leave them. It was thought better that they should be paid at Fort Walsh, especially as news had just arrived that the buffalo were very thick in the neighbourhood of Fort Belknap and were heading north.

These, with the Blackfeet, a portion of the Bloods, Piegans and Assinniboines, I am under the impression will number some seven or eight thousand. In all probability they will return to us in the spring, and some provision will have to be made to meet that emergency, or I fear trouble might arise.

FARMING INSTRUCTORS.

I am glad to be able to report that a large number of the farming instructors sent to the North-West in the fall of 1879 have carried out their duties in a most satisfactory manner, and in very few instances have any complaints been made to me by the Indians.

Two cases of assault have been reported to me, one, of two Indians abusing an instructor for not leaving his own meal to cook one for them, and the other for an attack made by an instructor on an Indian for impertinence and abusive language.

In the former cases the Indians were arrested by Inspector Herchmer of the N.W.M. Police and committed to jail with hard labor for two months.

This I understand has had a good effect among the Indians at Fort Pitt, where the trouble occurred, and where the Indians at times are very independent.

The other case was settled satisfactorily by Mr. Lawrence Clarke of the Hudson Bay Company at Carlton, and I have heard of no further complaints in that quarter.

The return of work performed on the farms will show that the instructors have not been idle, and the quantity of land put under cultivation by the Indians this year, as compared with any previous one, has astonished and surprised many who at one time were not sanguine of the success of the new policy. The Rev. Father André, of Duck Lake, informed me that the progress made by the Indians in the North-West had altered his opinion in regard to the instructors, and they had accomplished more than he had believed possible, and convinced him that the Indians in that quarter can be made self-supporting.

I append extracts from letters written to me by the agents in the different districts, a perusal of which I think will convince you that although the outlay to start the farm agencies throughout the North-West was very large, the results are not disappointing, and I trust continued assistance will be given to those Indians that make up their minds to settle. In another year I think a few instructors might be dispensed with in some districts where the Indian reserves are in good working order, and they can be placed in a new reserve where the Indians are not so far advanced.

Extracts from Mr. Rae's Letter.

CARLTON, 25th September, 1880.

SIR,—On visiting Star Blanket's Reserve this week, I was much pleased with the way they have worked. Their barley, which is very good, is all cut and stacked; their wheat, which is of very good quality, has been damaged by the frost, and has also been cut and stacked; their potatoes are very good, but they have only a very small patch each; they are quite willing to give in seed grain and potatoes to the farmer for safe keeping, and are evidently trying to do their best. This chief wins the yoke of cattle given for the best general crop on the three reserves, and his councillor wins the cow, or second prize. Their houses are of good size, and very fairly kept; their stables are also of fair size and well put up, and their fences are strong and well built.

They have not as much new land broken up for next year as I should like, but owing to the scarcity of work cattle and the labor they have put on their places this summer, they say they could not do better, but promise that next summer they will stick to it and break up a large quantity of land.

Most of the Indians on this reserve have already got cellars dug for their potatoes, which they will begin to take up next week.

I should say that if they have a good harvest next year, they will be able, in eighteen months from date, to support themselves.

At the request of Star Blanket, I spoke to the councillors and men present, and told them plainly that the provisions we were giving out were for the men who worked only, and that I would visit the reserve frequently and see what work was being done for the provisions I gave them; that as long as I saw that they were really trying to get on, I would help them with tools and provisions when necessary.

Extracts from Mr. Rae's Letter.

CARLTON, 25th September, 1880.

SIR,—On visiting Mistowasis' Reserve I was much pleased to find everything in good order, and that a large amount of work had been done for the provisions given them. Their grain is all cut and stacked, and they begin taking up their potatoes next week. I am sorry to say that they got so little seed that they have very few of them. Their houses, stables and fences are a great credit to them, and I should like to take over their places some of those sceptics who say an Indian could not be made a fair farmer; their cattle are looking well, and I was charmed to find that they had kept one of the oxen given them to eat at treaty time, and have worked him all summer.

They have a large quantity of land broken for next spring, and should they have fair crops next year, will, in eighteen months, be self-supporting. They think it a very wise plan to give in seed to the farmer for safe keeping. Mistawasis wins the gun, or third prize, for best general crop. Their turnips and carrots are doing well.

CARLTON, 25th September, 1880.

SIR,—On visiting Kitaways' Reserve, at Muskey Lake, last week, I was much disappointed at the state of affairs there. There are very few houses, and those of poor quality, no stables, very poor fences, and very little crop in; although I had given them provisions, I found that the wheat had not all been cut down. I ordered a Council and talked to them before the chief, four councillors, and about twenty of their men. I told them I was very much displeased with the state in which I found things, and that if they persisted in being idle, they need expect no help from the Government as long as I was here. After about six hours' talking they said they would try and do better, and would go to work at once if I would

give them more provisions. This I refused to do at present, as they had already received their supply for harvest. I told them they must go and cut the grain at once, and without more provisions, or I would give them nothing else till winter set in. After a long talk among themselves they consented to go to the fields, though some of them did it very reluctantly. I went out with some eighteen men and set them to work and remained with them for a day and a half, and when I started for Carlton they had nearly finished their last field.

They have little or no new ground broken up for next year, and I would suggest that the land, some eighteen acres, broken up by Mr. Tompkins, on this reserve, be handed over to the band next spring, on condition that they break up some ten or twelve acres adjoining.

Extract from Mr. Rae's Letter.

CARLTON, 5th October, 1880.

SIR,—I was much pleased on visiting the Duck Lake Reserve, yesterday, to find that the Indians there have nearly finished ploughing the land they had in crop this year; they have also finished three houses since I visited them last. Only three sacks of flour and about 50 pounds of bacon was distributed amongst them last week; even Beardy's band has worked well. Though provisions have been very short I have had no trouble in managing any of them.

Extracts from Mr. Orde's Letter.

RED PHEASANT'S RESERVE,
BATTLEFORD, N.W.T.,
18th November, 1880.

The crop on this reserve was magnificent; the potato yield was very heavy, Early Rose and Early Round the only two kinds grown; the barley and wheat, I am happy to say, came to maturity; the turnips and beets cannot be surpassed, but the carrots, owing to not being thinned in time, are in some cases small. These Indians are intelligent, peacefully inclined, and good workers. I took pride in helping them, and, with the assistance of ex-Indian Instructor McCord, they have advanced materially in farming; since last spring they have cut and stacked some 40 tons of hay; I have lent them 12 head of cattle (Ontario) to be wintered and used by them during good behavior only. They have, since my arrival here, cut 18,000 rails and 400 cords of wood, and hewed all their house logs; also built 24 houses, with windows, doors, chimneys and floors,—in many instances the floors are as white as snow—they have also built six byres, warm and comfortable. When you come to consider, Sir, that this band had but some 10 acres of land under crop, and four houses built, in 1879, I think it will appear to you that they have not done badly. The number at present on the reserve is 160 souls.

[MOSQUITOE BAND.

Potatoes under crop, but not fenced, two acres. One of their number remained on the reserve last winter to build a house for the chief and to look after the yoke of oxen given them by yourself, and succeeded, with Instructor McCord's assistance, in putting in the above crop, which was all that was grown; the rest of the band have settled on the reserve this summer, they were a wild devil-may-care lot when they came in from the plains, but from the good example set by their brethren adjoining them, (the Crees) have built sixteen houses and two byres, and stacked seventeen tons of first-class hay to winter their stock on. Instructor Daunais has had twenty acres ploughed on this reserve. The band consists of 306 souls.

STRIKE-HIM-ON-THE-BACK.

This band also had a splendid crop of everything but wheat, which, owing to its being sown in new land, was smutty, partly frozen and of no account; the carrots required weeding out; the beets and turnips were good. I located these Indians last fall; since then they have built eight houses (logs all hewed) and three byres; cut 200 cords of wood, 20,000 rails with which they have fenced twenty-four acres of land, with a balance on hand: they also built a sluice-dam across the Battle River, with a basket to catch pike, sturgeon and other fish. In the fall of 1879, they caught large quantities, but this year the water has been too high. There is, besides the above quantity of land, thirty acres broken by contract, and four acres ploughed by the band, making in all fifty-six acres (thirty-four new, twenty-two old) for next year's crop. The houses are, for Indian houses, very good indeed, being nearly all built with hewed logs, and mostly have floors in them; two are thatched-roofed. The byres are warm, comfortable and well built, for Indians. The number of souls at present on the reserve is sixty.

POND MAKERS.

On the whole the crop was a good one, considering it was sown on the sod. The potatoes did not pan out as heavy as on other reserves, owing to their being planted too far apart, and the quality sown, the "Lady's Finger," bought from Mr. Pambrun; this was the only sort that could be got in the neighbourhood, and having been used for seed by the Hudson's Bay Company for the last twenty years, have run down to the size of marbles. They have, to date, cut about 15,000 rails, and have a balance on hand of about 1,000 ready for use. They have also erected eleven houses, all, except two, having been built this summer. The buildings are all good-sized, warm shanties, without floors, which they are now flooring. One man has a set of hewed logs ready to build. They have cut about thirty tons of hay; this will, I think, be sufficient, with the straw they have, to winter their cattle in good shape. There is ploughed, besides the above quantity of land, twenty-seven acres by contract, and four additional broken and fenced by Indians, making a total of fifty-eight acres ready for next year's crop. I sent them to their proposed reserve last fall to get out house logs and rails; they worked well during the winter to that end, and like Trojans ever since; it is most encouraging to me, for the responsibility of saving provisions on the one hand, and the keeping them from starvation on the other, is great, and without encouragement in the shape of working in return for what the Government is doing for them, is, to say the least of it, annoying. The total number on reserve to date is 165 souls.

THUNDER CHILD.

Settled during this summer in a Muskeg and on a sand bank, and before I had time to put a stop to it had cut 300 house logs and seven tons of hay. I instructed Mr. McIver to select a good spot for them; he got them a better one, but could not get the Indians to budge. The band had these logs cut and four houses started, and the hay cut as above, and then had to abandon the reserve, as it was not fit in any respect. Since then they settled on the Saskatchewan River, opposite Turtle Lake River, and adjoining Maasomuis Reserve, and have some more logs cut there.

MAASOMIUS RESERVE.

Opposite Jack Fish Creek on the south side of the Saskatchewan River. There are about thirty acres broken by contract, and his Indians are a splendid lot of workers. Although they have been there about a couple of months, they have built five excellent houses for new beginners, and are taking out rails to fence the ploughed land. Those of the band who are on the reserve at present, intend going to Turtle Lake to fish next month.

I am of opinion, that if the Indian agents and farming instructors had not been sent out here when they were, the country would have been plunged into an Indian war, for the culminating hour had arrived. The contrast between the Indians of to-day, and the Indians of this time last year, is something extraordinary; in the autumn of 1879, discontent was rampant amongst them, now the Indian smiles, and the Great Mother is Mewahsin (good).

Extract from Mr. Norman Macleod's Letter.

Fort Macleod, 2nd November, 1880.

Sir,—On the 15th October I had the honor to report to you my having settled the Blood Indians on their reservation at the junction of the Belly and Kootenay Rivers, and the delivery of the treaty cattle to the Piegan Indians.

I have now the honor to inform you that, in the interval, a good house has been built on the Blood Reservation for the farming instructor, with a store-house adjoining. I have let, by contract, the ploughing of twenty acres, and the oxen which I brought from Mr. Bruce's farm are breaking land when not employed otherwise, preparatory for spring seeding.

The Indians have forty houses nearly ready for occupation. They are building fireplaces in them. "Red Crow" has built himself a comfortable house, and I have desired Mr. McDougall to put a door and window into it for him, so as to encourage him. Mr. McDougall reports the Indians as being most willing to work and eager to learn.

I have visited the Piegan Reserve. The Indians assisted in harvesting the root crops; they have fifty houses nearly completed, and they have also taken to building fireplaces. Several of them are cross ploughing, with their own horses, the pieces of land which were broken for them last summer.

On the 18th ult. I visited the Blackfoot Crossing. A number of the Indians had left to go into Macleod and other places, but when they found they could get no food they have since returned to the crossing. Thirteen houses have been commenced and a few of them nearly finished. This has been done by the "Long Chief" and his band, who told me, if I would promise to continue to assist them, they would remain and finish their houses and do any work required of them. Not wishing to discourage the beginning which had been made I have decided to continue to work there, though I felt much inclined to close it till spring.

The "Sarcees" are blamed for pilfering the larger portion of the potatoe and turnip crops before leaving for Calgary, and I think the Blackfeet assisted. At the same time two head of cattle disappeared for which the Sarcees are aslo blamed.

In consequence of these irregularities I stopped the supply of beef for a fortnight and told them my reason for doing so.

I wrote to Mr. Wright informing him of your wishes that he should employ the Sarcees as long as he could find work for them, and that when he could employ them no longer, he should ask them to return to the crossing for the winter, where I would have preparations made to feed them.

He writes me that the Sarcees have been working for him, and have been quiet and well disposed, and he thought that as he had no more work for them they would go back to the crossing. I shall endeavor to keep them quiet and contented till spring.

PAYMENTS.

The annual payments came off at the dates fixed last winter, excepting in a few instances where the assistance necessary to make simultaneous payments was not available.

The annuity tickets were issued as I had proposed in my last annual report and were accepted by the Indians with less opposition than I had expected.

The distribution of these tickets in conjunction with the simultaneous payment has been the means, I believe, of making a considerable saving to the Government. It has prevented Indians moving from one place of payment to another, with the object of getting twice paid, and as each head of a family was expected to show their children before receiving a ticket, the number has not turned out to be so great as had been previously reported. Continued vigilance in this respect will, I believe, again reduce the number to be paid.

The failure of buffalo in the north compelled us to pay, in the south, large numbers of Indians who should have received their money at Qu'Appelle, or on the Saskatchewan.

Those that requested to be paid at Fort Walsh in October last, represented Indians, as I stated before, from 42 different bands, and numbered nearly 3,000.

Inconvenient and irregular as this payment was, with the chance of having to pay some Indians who had already received their annuity money earlier in the season, and preventing the check we should have had if the payments had been made in their own districts, I thought it to be in the interest of the Government to assent to the wishes of these Indians, especially as they were anxious to again return to the Buffalo which were reported, as I said before, very thick about Fort Belknap, and were heading north.

In Treaty 4, the payments were made by Mr. Agent Macdonald and Mr. Jones.

At Fort Walsh a second payment was made by Mr. Agent Allan, and all passed off quietly.

In Treaty 6, Mr. Agent Clark paid at Carlton, Duck Lake, Prince Albert and Fort à la Corne.

During these payments some cattle, intended for feeding the Indians, were shot by Indians under instructions from Chiefs "Beardy," "Cut Nose," and "One Arrow."

The cattle were in a corral, in charge of our drover, when a lot of young men, headed by one of "Beardy's" councillors, arrived with carts, shot three head, cut them up and took them to camp, placing the meat in front of the lodges of each chief; it was there divided and eaten.

Captain Herchmer, of the North-West Mounted Police, luckily arrived about this time on his way to Battleford; information being laid, he, together with Inspector Antrobus and six men, arrested the three chiefs and one councillor; and although some 150 Indians turned out and showed a bold front, firing over the heads of the police, the arrests were made with great pluck and discretion.

The prisoners were committed for trial, and were tried before Col. Richardson, at Prince Albert.

They were given a jury trial, and Mr. Lawrence Clarke, Agent of the Hudson Bay Company, left the bench to defend them.

The chiefs were found not guilty of killing or making away with the meat, and were released, while the councillor was convicted; and as I knew that he was the tool of the chiefs, I requested Colonel Richardson to deal leniently with him; he also was released after receiving a severe reprimand, and was told that he might be called upon to receive judgment at any future time. The plucky manner in which the arrests were made, and the prompt action of the authorities in at once dealing with the matter, had a good effect; and although the chiefs got off through the kind feeling of a sympathizing jury, they received a lesson which they will not soon forget.

Since this occurred the Indians belonging to these chiefs have worked well and behaved much better; and I have received lately most satisfactory reports of Chief Beardy, who appears now to have made up his mind to turn over a new leaf.

This is the only hitch that occurred during the payments in the Carlton district.

I thought it advisable to be at Battleford during the payments myself, as I expected a large number of Indians who had previously been paid at Sounding Lake would come to that point for their money.

Some sixteen hundred were paid there. At first they were very obstructive and declined to receive their annuity money unless I agreed to some excessive demands

which they made. After repeated interviews they changed their minds, and subsequently the payments were made and passed off without trouble.

Almost all the Indians paid at Battleford have remained in that vicinity, have settled, and are progressing rapidly and appear perfectly contented.

In the Edmonton district, I desired Mr. Wadsworth to take charge of the payments.

This he did and carried out my instructions satisfactorily. In his report to me on these payments he states, after referring to those made at Edmonton, that:—

(*Extract from Mr. Wadsworth's Letter.*)

EDMONTON, 30th September, 1880.

"SIR,—On 15th August, I went to the Rivière Qui Barre and found the three bands waiting to be paid. After a less amount of talk than is usual, upon this occasion they took their money, returning to make hay; some provisions left over I gave them to take home for this purpose.

After proper notice, I went to Peace Hills on the 8th September, and paid three bands there; they were pleased to be paid so near their homes and behaved very well; they expressed great dread of suffering and starvation, which they fear is in store for them the coming winter; being plain hunters they suffer directly from the disappearance of the buffalo; these fears I did my best to allay, without causing them to place too great dependence upon the Government for assistance.

I have to direct your attention to the great falling off in the number of Indians paid in each band this year. I can in no way account for this.

The Indians may have, at former payments, presented themselves twice, but as I have only known one instance of this kind to happen this year, I cannot think it obtained to any great extent; the numbers of the families have, in many instances, been given incorrectly, also Indians wishing to be paid for absent members of their family, whom it was likely were being paid elsewhere; this year I have as far as possible stopped this practice.

The ticket system adopted for the first time this year, promises to be of the greatest advantage in facilitating the payments another year, the Indians already attaching a value to them that promises their preservation.

The Edmonton and other "stragglers" are greatly made up of half-breeds, and in instances where women appear on the pay-sheets, as heads of families, their husbands are non-treaty, (a few widows excepted). By the Indian Act their children are not *Indians*, not having instructions to the contrary I paid these children as formerly.

One man paid at Rivière Qui Barre, it will be seen, is a French Canadian. I paid both him and his family, but declined to accept a child born during the past year.

Many half-breed men, who are now taking treaty, would like to withdraw were they able to pay back the money they have already received; as they are not likely ever to get this much ahead, I think it woould be better to do so without exacting the return of the money, than to contine paying them and their families year after year; a saving would be made of a large amount annually to the Government.

I fixed the dates of payment for Victoria upon August 23rd, for Whitefish Lake, August 30th, and Lac LaBiche, September 3rd. I could not attend at the payments personally, and therefore placed them in charge of Inspector Gagnon, of the North-West Mounted Police. He returned after completing them on the 8th instant, and reports, generally, a very satisfactory feeling among the Indians of that portion of the district; they have some few complaints, but forbore to press them, waiting for a visit at some future time from some officer high in authority in the Indian Department to present them.

Inspector Gagnon cannot account for the great discrepancy between the numbers paid this year and last year, as no Indians from these bands were reported absent.

Secuum, the great chief of this section, has requested that the payments for the bands paid this year at Victoria, Whitefish Lake and Lac LaBiche, be next year made

at Whitefish Lake on the 25th July; he gives as a reason for this request, a large payment will attract a great number of traders, with competition the Indians will be able to purchase their goods cheaply.

The Indians of this district are very anxious to become self-supporting, but as yet cannot see their way to make a living from farming. With your concurrence I have promised them additional help next spring in putting in their crops, and I feel sure if this is given to the extent of sending one man to each reserve, with an additional yoke of oxen, that it will prove of great advantage both to the Government and the Indians, as the man will not only work himself and show the Indians how to put in their seed, but will exercise such a control of the provisions and seed sent them that nothing will be wasted.

The farming instructors cannot do this with their present staff and also get their own farms seeded in good time, it will therefore be necessary to hire in the spring white men temporarily to carry this out under the direct supervision of the farming instructors."

In Treaty No. 7 the payments were all made on one day: Inspector McIllree paid the Bloods at Fort Macleod; Agent Macleod, the Sarcees and Blackfeet at the Blackfeet Crossing; Inspector Frechette, the Stoneys at Morleyville.

These all passed off quietly, but many of both the Blackfeet and Bloods were absent, and are not expected to return before next spring.

I append copy of a letter from Mr. Agent Macleod in reference to these payments.

The payments were made all over the Territories with one dollar notes, and this gave great satisfaction to the Indians.

Extracts from Mr. Norman Macleod's Letter.

Fort Macleod, 14th August, 1880.

Sir,—I have the honor to report to you for your information, that according to your instructions, handed to me in Ottawa, on the 23rd February last, I made the treatypayments for this year to the several bands of Indians in Treaty No. 7, on their several reservations, with the exception of the Bloods, who were paid at Fort Macleod, their reservation not being yet decided upon, on the 26th of July and following days.

I had previously made application to the officer in command of the detachment of Mounted Police at this post, for the necessary assistance in making the payments so that they should all be made as near the same date as possible. He detailed Inspector Frechette to the Stoney Reservation, Inspector Dickens to the Piegan Reservation, Inspector McIllree to pay the Bloods at Fort Macleod, and I took the Sacrees and Blackfeet at the Blackfoot Crossing.

I received the money for the payments from Inspector McDonald, on the 18th of July, he brought it from Cypress.

I enclose copies of my instructions to the police officers making the payments, and to the farming agents in charge of the several reservations for their guidance, during the payments.

I started from Fort Macleod to make the payments at the Blackfoot Crossing on the afternoon of the 24th of July, arriving there on the evening of the 25th; the chiefs of the different bands came at once to welcome me, and said they would speak next morning. On Monday they all assembled and had a long talk.

I told them what I had come for, and that I would begin to pay them next day, if the supplies which I expected should arrive that evening; they had the usual amount of complaints and wants to talk over; they were dissatisfied with the farming agent and with his census of them, upon which they drew their rations, so I took this opportunity to make a census of them myself, personally, and that I would go next morning, and count them by families; they also told me they did not wish to be paid till they saw the supplies arrive.

On going to make the census, I began with the Blackfeet, a few of whom had turned out, but having no chief of any influence among them the larger number refused.

I then asked the Sarcees, under Bull Head, if they were ready. They said, as I had begun with the Blackfeet, I should finish them first. I told them, as they were dissatisfied with the census already made, they should have no rations until I counted them, and that if they changed their minds in the course of the day, to send me word and I would come back; in about an hour a messenger came to say they were ready to be counted. I went at once and found them seated by families. On completing the numbering, I found a very slight difference between it and the one made by the farming agent.

The supplies did not arrive till the evening of Thursday the 29th.

I began to pay on Friday morning and finished on Saturday by 9 o'clock, a.m.

I then divided the tea, sugar, tobacco and ammunition proportionately between the Blackfeet and Sarcees, and gave them to the chiefs to distribute; when it was over they came to me to say that they were satisfied with the payments.

I left at noon to return to Fort Macleod, arriving at noon on Sunday the 1st inst.

The Commissioner of the Police considered it necessary that an escort should accompany me to the Blackfoot Crossing and detailed Superintendent Winder and three men for the duty. I was supplied with transport by the police.

I received the returns promptly from the officers who made the other payments, and they reported to me that their payments had gone off quietly, and to the satisfaction of the Indians.

I made some supplementary payments, on my return to Fort Macleod, to Indians who had come in too late for the regular payment, to some whose identity had been questioned, and a few blind and helpless persons who were not able to remove to their proper reservation.

CONTRACTS.

The contracts entered into this year with the Hudson Bay Company, I. G. Baker & Co., Mr. Croft of Hamilton, Ontario, for harness; Mr. Wright of London, Ontario, for hardware; Mr. Ashdown of Winnipeg, Manitoba, for hardware; and Mr. P. A. Brown, of Collingwood, for cattle, have, on the whole, been satisfactorily carried out, every exertion having been made by the contractors to deliver the goods by the contract time. The goods have also been delivered equal to the samples which had been supplied the agents for the purpose of comparison, except in one or two instances. The date for delivery was fixed much earlier than usual, as it was thought advisable to make the payments at a date that would not interfere with Indians attending to their harvesting and their haymaking, and although some of the articles did not arrive at the stipulated time, they reached their destination so as to enable us to distribute them and to be used by the Indians the year they were contracted for.

I believe this is the first time that this has been the case, and it may be accounted for by the system adopted last year of obliging the contractors to deliver at the terminal points, instead of the Government accepting the goods at Winnipeg, and from that point making fresh contracts for their delivery in the North-West. I think that this system should continue as well as the one of obtaining prices from the contractor for all supplies required during the year. This prevents more contracts being let in the interior at times when it would be impossible to communicate with the Department at Ottawa.

It will also take a good deal of the responsibility off the shoulders of the agents of the Department, and should prevent accusations being made of jobbery and dishonesty against those whose positions in the Territories are sufficiently trying while dealing with disaffected and destitute Indians.

In distributing supplies to the different farms, as well as in forwarding goods from the central points to which our agency goods were delivered, I instructed our

agents to utilize as many Indians owning carts as would be willing to freight, as well as half-breeds who reside near the agency, should they agree to carry it at the well-known recognized rates.

This, to some extent, has been carried out and appreciated by both Indians and half-breeds.

SCHOOLS.

Although we have a number of schools in the North-West Territories, carried on by the different religious denominations, assisted by Government grants, the attendance of children, I am sorry to say, is small.

The reason of this is the destitute condition of the Indians, and the want of clothing for the children; the Indians are most anxious to have their children educated, bat give this as an excuse.

The following is a list of schools in the North-West Territories:—

TOUCHWOOD HILLS, GORDON RESERVE.

Established 1876, by Rev. J. Reader, C.E. Mr. Reader was removed to the Pas this summer, and the school is now being conducted by Rev. Mr. Setter, a pure Indian, who is a clergyman of C.E. A good school-house here.

JOHN SMITH RESEVE.

Established 1878, under the C. M. Society, H. T. Bourne teacher, is paid by the society £70 sterling a year in addition to the Government grant; average attendance, 22 treaty children. No school-house.

FORT À LA CORNE, JAMES SMITH RESERVE.

Established January 1st, 1879, under the C. M. Society, who pay the teacher, Bernard Constant, £30 sterling a year; average attendance, 12 treaty children. No school house.

AH-TU-KA-KOOPS RESERVE, REV. MR. HIND'S MISSION.

Established 1875, never received any Government aid. Mr. Hind states he is now paying the teacher out of his own pocket, as the C. M. Society are not able to allow a grant. A good school-house; average attendance, 16.

SNAKE PLAIN SCHOOL, NEAR CHAFFY'S FARM, MISTOWASIS' RESERVE.

Established 1876, by the Rev. Mr. Hind, C.E., but was closed the end of June, 1880. The teacher, Mr. Pritchard, had been receiving £70 sterling per year from the C. M. Society; no Government aid; average winter attendance, 15.

I was informed this school would be reopened under the auspices of the Presbyterian Church.

EAGLE HILLS SCHOOL, NEAR RED PHEASANT RESERVE.

Established by the Rev. Thomas Clarke, Mr. Robert Jefferson teacher, since September, 1878; previous to that time Mr. Clarke taught it himself; he receives the Government grant, and the balance to make up £70 sterling, is paid by the C. M. Society; average attendance, including the branch school at Battleford, which is taught by a young lady, 17 treaty children. There is a good school-house upon the Red Pheasant Reserve.

BATTLEFORD.

In addition to the branch school established here by Mr. Clarke, there is another under the direction of the resident Roman Catholic priest. I think very few, if any, treaty children attend this school.

FORT PITT.

Rev. Mr. Quinny, C.E., is about to establish a school at Indian Instructor Williams' farm, near here.

SADDLE LAKE.

A school is about to be opened by the resident C. E. Clergyman, Rev. Mr. Inkster, a native of the country.

POUNDMAKERS' RESERVE.

Rev. Père Lestance has made application for a small advance of food and clothing (to be repaid from the Government grant when earned) in order to establish a school at Poundmakers' Reserve. At present these Indians are so destitute they cannot clothe their children, in order to send them to school.

ST. ALBERT R. C. MISSION.

A large school is established here under the direct supervision of his Lordship the Bishop of the Diocese and the Sisters.

When I visited this school there were 60 pupils present, 31 being orphan Indian children, who are fed, clothed and live at the mission, where they are also taught to work, the boys doing light duties on the farm, and the girls domestic duties.

This school draws Government money to the amount of $300 annually since 1876.

LAC LA BICHE.

There is a large school here under sisters of the Roman Catholic church.
I have no particulars regarding it.

CONDITION OF THE INDIANS.

The bulk of the Indians in the North-West Territories are to-day, and have been for the last 12 months, almost entirely dependent on the Government for their existence.

Those who are known as the Wood Crees have always done more or less hunting for small game, and to some extent support themselves; but the Plain Crees, the largest number, are dependent entirely on the buffalo, and know nothing of hunting in the woods, and although a good number of them are still endeavoring to follow the buffalo, the majority have given it up and are settling on the reserves.

As they come in they are told that they are expected to work for their food. They are quite willing to do so, but it is found impossible to provide it; all the work we have to offer now is on the reserves, and the tools and implements provided at the time the treaties were made, go but a small way to keep so many employed, consequently some other work must be provided before we are enabled to enforce what must be admitted by all as imperative, viz., work for food.

As settlement increases, many will find employment, and as they realize the advantages of making a little money for themselves, will be more anxious to obtain work.

As there is now every reason to believe that the Canadian Pacific Railway will shortly reach the interior of our territory, I see no reason why a large number of Indians should not be utilized in getting out ties for that work, as well as to do considerable grading.

I would suggest that the Government should obtain from the contractors the price they would be willing to pay for ties at the points where the railway crosses the following streams: the Little Saskatchewan, the Assinniboine, and the South Saskatchewan.

Parties of Indians could be employed where the timber is suitable for ties, and when ready, they could be rafted down to the crossing; other timber which will be required by the contractors could also be got out in this manner by the Indians.

The Government would require to furnish food and tools, the price of which could be deducted from the amount agreed to be paid to the Indians for the ties furnished; any balance due them could be paid in clothing or other necessaries, and, perhaps, a little cash, which would be a great inducement for them to enter into this arrangement.

There is no reason why some should not be employed at other work on the railway line, and I will undertake to grade five or ten miles of the line with Indian labor if the contractors will set apart a portion of located line for that purpose.

I mentioned this to the Indians at Qu'Appelle last spring, and they expressed a willingness and showed great anxiety to undertake the work. I, therefore, would strongly recommend that I be authorized to make an arrangement in the direction indicated.

I am quite sure of its success, if the Indians are placed in charge of men accustomed to deal with them, and who can be found in the Territories, embodying the necessary requirements of good lumbermen, and accustomed to Indian management.

The mortality among the Indians this year has been greater than usual, the Indians attributing it to the white man's food; and I have no doubt the sudden change from unlimited meat to the scanty fare they received from the Government has to some extent brought it about.

In the south, scarlatina and measles broke out last October, and, in one camp, over one hundred died; but, from last reports, I hear that both are decreasing.

Many Indians have also lost their lives from coming into collision with hostile Indians. Horse stealing to a great extent has been carried on, and the old hostile feeling has been revived among some of our own Indian bands.

Almost every tribe have had what they call war parties out, which means horse stealing expeditions.

American Indians have kept ours on the *qui vive*, all Summer, and some of our best Indians have lost every horse belonging to them. Attacks have been made on straggling parties, killing many and robbing them of all they possess.

One attack, requiring the most sympathy, occurred in the vicinity of Moose Mountain, where many lives were lost.

This has been reported to the Government and some prominence given to the case.

The Indians were only endeavoring to kill small game for meat, and thus, with what they raise on the reserves, eke out an existence.

This band is now at Fort Ellice in a most destitute condition, having neither clothing nor food.

It has been reported to me that four have died from exposure and want, and special means have been taken to relieve them.

The behavior of our Indians all through the Territories has, on the whole, been very good.

In a few instances, where large numbers had congregated together, excessive and unwarrantable demands were made, and threats used that means would be taken to enforce them, but better councils prevailed and all such demands being met with firmness, it invariably ended in a shaking of hands and their dispersing satisfied that the Government would deal justly with them.

On several occasions the Indians settled on their reserves. Crees, Bloods and Assinniboines have expressed themselves grateful for the assistance given them by the Government, and were very much pleased with the message sent from the Great Mother through His Excellency the Governor General, stating how pleased Her

Majesty was at the manner they had behaved during their suffering, and how Her Majesty sympathized with them.

They told me, more than once, that they were very grateful for the assistance given them, they did not ask for any more, but hoped that what they were getting would be continued a little longer, until they could raise sufficient for themselves, and said that whatever would happen they would always be our friends.

Buffalo.

When I left the Territories in the month of November, 1879, large numbers of our Indians were starting for the buffalo, which they expected to meet near the boundary line, small bands of twenty and thirty having been seen between Fort Macleod and Wood Mountain.

Prairie fires, however, were started at different points almost simultaneously, as if by some preconstructed arrangement, and the country north of the boundary line was burnt from Wood Mountain on the east to the Rocky Mountains on the west, and nearly as far north as the latitude of Qu'Appelle.

This alone would have been sufficient to keep the buffalo south, if nothing else had stood in the way, but the continued residence of the Sioux on our side of the line, and the large number of Indians who, after our payments, went south and met the buffalo in the front, prevented any reaching those Indians who had settled on their reserves in the north.

The Blackfeet, including the Bloods, most of the Piegans, and a large number of Crees were with the buffalo all winter. With the exception of the Blackfeet under Crowfoot, about half of the Bloods and a small number of the Crees, all have returned this summer for the annual payments.

Those of our Indians who remained in the Territories received almost continuous assistance from us during the winter.

The severity of the season, coupled with the want of clothing among the Indians on the Saskatchewan, prevented their hunting as much as usual; but although last winter was the severest that has been felt for many years, they showed, on the whole, a good disposition to work at anything that could be found for them to do.

The supplies sent into the Territories, in accordance with the recommendations of the Conference held at Battleford to consider the Indian situation, held out pretty well, but, as the Honorable Mr. Breland had predicted, were insufficient, and before the season came around when fresh supplies could be contracted for and sent in, food had to be purchased from merchants in the interior at the current rates.

It was, however, fortunate that so many of our Indians were within reach of the buffalo, or great distress and actual starvation must have ensued.

While at Fort Walsh, this fall, reports reached me that baffalo were very plentiful at Fort Belknap, on the Milk River, and were going north. This induced a large number of Crees, who had but lately returned from the buffalo to again endeavor to reach them, and I believe they have been successful.

I have also heard that some bands have gone north, and if no fires (which up to the time of my leaving had been very few) have spread in that locality, I am in hopes to hear that in a short time a few buffalo will get into the interior and within reach of our Indians, who are not now in a position to travel with their families any great distance in search of food. But while I am in hopes that this winter we shall have a few buffalo to help us in feeding the destitute Indians in the south, I think it my duty to say, that in future this source of relief, in my opinion, cannot be depended upon. For the last four or five years the buffalo have gradually been creeping south, making it difficult for our Indians, on the Saskatchewan, to reach them. Those that did, had not only to encounter hostile American Indians, with whom they often came in collision, losing many warriors, but also were followed by whisky traders, who robbed them of their horses and of the robes they had made by the hunt.

Many returned during the summer, utterly destitute, and some had to be met on the way with supplies to enable them to reach their own country.

The proceeds of the hunt, from one cause or other, did not enable them to save enough food to take them a journey of a few hundred miles.

While this has been the case this year, I feel that no dependence can be placed in buffalo in the future, and we may shortly look for the return of all our Indians, when the Government will be compelled to make some provision to meet the situation, or I fear that trouble might arise. In every band of Indians there are numbers of helpless women and orphans, who can with difficulty get from their friends sufficient to exist on when food is comparatively plentiful; but in times such as these they are discarded, and the Government must feed them or they will die like rotten sheep on the prairie.

The country south is entirely destitute of game (that is, of small game), and has not the advantage of the northern country in being able to afford hunt for small fur, or for fish, consequently our Blackfeet and Assinniboines will be utterly without any resources. I am in hopes to be able to induce those Crees who, up to this time, have been attempting to make their living by the buffalo, to go north; but it cannot be expected that either the Blackfeet or the Assinniboines can be induced to leave their own country. These, hitherto supposed to be averse to agriculture, have all shown such a disposition to work, that I believe in a few years they will be independant of the Government, if properly assisted and instructed in agriculture.

I have the honor to be, Sir,

Your obedient servant,

E. DEWDNEY.

Indian Commissioner.

FARMING AGENCIES AND INDIAN RESERVATIONS, TREATIES 4, 6 AND 7, NORTH-WEST TERRITORIES.

No. of Treaty.	Home Farm. Name of Instructor.	Name of Band.	Location.	Acres Broken.	Acres under Crop.	Rails Cut.	Acres Fenced.	Hay Cut.	Buildings Erected.	Power. Horses.	Power. Cattle.	Men.	Indian Reserve. Acres Broken.	Acres under Crop.	Rails Cut.	Acres Fenced.	Hay Cut.	Buildings Erected.	Power. Horses.	Power. Cattle.	Approximate Number of Indians on Reserve.	Remarks.
4	Chas. Lawford	Wawaseeasson	Bird Tail Creek	75	27½	1,800	120	50	Dwelling house, Interpreter's house, store and root houses; cattle sheds for 25 head.	1 team	1½ yoke	1 Assistant and Indian as Interpreter.	15	11¾	9,000	10	20				16 families.	
4	*— Johnson	Kitchikons, The Keys, Côté or Mee-may	Côte Reserve		20		20	200	Dwelling-house, one store-house, and stables.			3 Assistants and 1 Interpreter.		40		40	25	7 dwelling houses				Improvements. Eight dwelling houses, store-house and stables.
4	*J. Setter		Crooked Lakes																			Five bands of Indians settled late this fall. No information to hand regarding progress.
4	G.* Newlove		Qu'Appelle																			
4	*R. Klein		File Hills																			Three bands of Indians settled late this fall. No information to hand regarding progress.
4	J. Scott	Day Star, Poor Man, Gordon	Touchwood Hills	35	17	12,000	20	125	Dwelling, root, Interpreter and store houses; sheds for 30 head of cattle.	2½ teams	2 yoke	2 Assistants and 1 Interpreter.	61	54	6,500	54	30					
4	T. English	Saulteaux, Assiniboine	Cypress Hills										80	77		80	55	2 dwelling houses, 1 store house and 1 stable.				
6	T. Tomkins	Beardy, Cut Nose, One Arrow, Ohemasis	Duck Lake	35		2,000		40	Dwelling, store, root houses and stables.	2½ teams	2 yoke	1 Assistant and 1 Interpreter.	60	38	12,000	49	60	38 houses erected				Four yoke of cattle additional.
6	W. A. Loucks	John Smith, Fort à la Corne Indians, Chakastapaysin, Wm Twatt	South Branch of Saskatchewan, Prince Albert.		23¾		23½	20		1 team	2 yoke	Occasional White labor during busy season.	296	296		300		32 houses erected			13 families on Wm. Twatt's Reserve.	The Indians of John Smith's Reserve have all comfortable houses.
6	C. Chaffee	Mistowasis, Ahtakukoop, Keetowaban, Meadow Lake Band	Near Carlton, far north	30	19	7,000	40	30	Dwelling, store, root house, granary and stables.	1 team	1½ yoke	1 Assistant, 1 Interpreter and Indian labor.	150	139	6,000	320	180	50 buildings erected during the year.			121 families.	
6	C. D'Aunais	Red Pheasant, Mosquito	Eagle Hills	30	27½	10,000	50	20	Dwelling, large root houses and stables.	1 team	2 yoke	1 Assistant, 1 Interpreter and Indian labor.	71¾	51¾	18,000	49¾	57	50 buildings erected				Work shown on Indian Reserve principally on Red Pheasant's—Mosquito having only settled in September, 1880.
6	G. Gopsil	Strike-him-on-the-back, Pound Maker	Battle River										110	47½	36,000	55	40	22 buildings				Settled only in the fall of 1879.
6		Yellow Sky	North Battleford and S. E. Pitt.											5								
6	A. Clink	Monsimin, Apisebamois, The Night, Thunder Child	North Saskatchewan, opposite Jack Field Creek.										30	2			7					300 pieces of timber flatted and ready to use for building seven houses in course of erection. These Indians settled only in the month of August.
6	P. J. Williams	Seekatchkaooch, Mahkayo, Paymotayahso	Fort Pitt	65	23½	3,000	30	20	Dwelling and Interpreter's houses and two stables.	1 team	2 yoke	1 Assistant and 1 Interpreter.	46	33	40,000	31	60	16 buildings erected				
6	J. Delaney	Nepewhayo, Puskeyabkaywegn, Keheewin	Frog Lake	52½	27½	3,000	52½	15	Dwelling and root houses and stables.	1 team	2 yoke	1 Assistant, 1 Interpreter, and 1 other Assistant during seeding.	49	14¾	17,000	22	40	9 buildings erected				
6	E. Higgins (acting)	Little Hunter, H. M. Muskegawahtick, H. M. Blue Quill	Saddle Lake	100	31	1,800	31	40	Two dwelling and store houses and two stables.	1 team	2 yoke	1 Assistant and Indian labor.	69½	46¼	1,500	70	54	15 houses erected during the year.				
6		Seenun, Poreagsess, Chippewayan, Beaver Lake	Whitefish Lake, Lac La Biche.										70	65		65					75 families.	
6	J. J. McHugh	Katechetaywaysnon, Alexis Mitchel, A. M. Tommy LaToback, A. M. Mah-mah-nah-wah-ton.	Lac La Nonne, Rivière Qui Barre.	150	113	16,000	300	50	Dwelling and store houses, granary and stables.	1 team	3 yoke	2 White Assistants and 1 Interpreter.	49	49	11,000	49	20	8 new houses				Two of these bands settled only in the spring of 1880.
6		White Cap Sioux	South Branch of Saskatchewan.										17	17		17						
6	S. B. Lucas	Pars-pars-chasse, Sampson, Ermine Skin, Bob Tail, Cheporstequin, H. M. Muddy Bull	Bears Hill, Pigeon Lake	50	44	3,000	25	50	Dwelling and store houses and stables.	1 team	2 yoke	1 Assistant, occasional Interpreter and Indian labor.	45	30	5,000	30	50	20 houses				200 pieces of spruce building timber ready for barns, &c. Four of these bands only settled in the summer of 1880.
7	D. McDougall	Stoney Indians	Morleyville										100	40		40		15 houses erected				
7	J. Norrish	Blackfoot Indians	Blackfoot Crossing										22	22		100		Buildings bought from French.				
7	C. Kettles	Piegan Indians	Piegan Reserve										75	75		320		50 houses erected				
7	J. McDougall		Blood Reserve										30					50 houses erected				The Indians only settled on reserve in October.
7	Samuel Bruce	Supply Farm	Pincher Creek	310	135		240	65	Dwelling and root houses, stables and shed.	5 teams	2 yoke											
7	T. Wright	do	Fish Creek	447	170		3,000	60	Dwelling, root, store houses, stables and sheds.													
				1,379½	678¼	59,600	3,951¾	785					1,446¼	1,154	162,000	1,701¾	698					

Stock supplied as per Treaty stipulations.

Stock supplied as per Treaty stipulations.

* These Instructors only arrived at the reservations in the autumn of 1880.

E. DEWDNEY,
Indian Commissioner.

OFFICE OF THE INDIAN AGENT, TREATY No. 7,
FORT MACLEOD, N.W.T., 29th December, 1880.

E. DEWDNEY, Esq.,
Indian Commissioner, Ottawa.

SIR,—In making this my first general report of the progress made in this treaty since I took charge of it last spring, I shall only be repeating, in a great measure, what I have already written to you in my monthly reports; and, without going into details, shall endeavor to show you the position of the several reservations up to this time.

At the Piegan Reservation I found the farming instructor engaged in preparations for sowing his spring crop, which took all his time till the end of June, leaving him little time to look after the Indians, beyond feeding them. A change was made in the instructor this month, and as soon as the crops were sown, I directed him to give his attention more particularly to the Indians in breaking patches of land for them to cultivate for themselves, to encourage them in cutting timber for houses and showing them how to build them. The result is that the Indians have now some sixty houses built, in which they are living. There are fifty acres of land broken, exclusive of the home farm, ready for cropping in spring. They will be employed during the winter in cutting rails to enclose their several patches. I propose to give them potatoes and turnip seed to plant this land with, and if my expectations are not disappointed, they should have a large quantity of roots which will assist materially in feeding them next autumn and winter. I found that the Indians were unwilling to work on the farm unless they received extra wages, but when encouraged and looked after they are willing to work for themselves. I endeavored to show them that the work they did on their farm was for their own benefit and instruction, but they would not see it in this light. Several of them who had patches of land under cultivation during the summer, have cross ploughed it this fall with their own horses. Nearly all the tribe are now settled on their reservation.

The Bloods having no reservation assigned to them, were camped in the neighborhood of Fort Macleod; during the summer their numbers were increased, till the time the treaty payments were made, by small parties coming in from the plains, in a most destitute condition, having remained out as long as they could subsist themselves. The larger number of this tribe are still on American territory, where they find buffalo. On the occasion of your visit to this treaty, in September, you made arrangements with the head chief, "Red Crow," to take a location on the Belly River, and to begin with his people to settle there until you could make arrangements to have the reservation finally decided upon. By your instructions I proceeded to this place and selected suitable land on the south side of the Belly River from the fork of the Kootenai eastward, and placed Mr. John McDougall in charge. A comfortable house of two rooms, a store-room and root-house have been built. The Indians have built forty-five houses, and have a few more in progress. They are now cutting rails, and are working the tops of the trees, cut for building purposes, into cord-wood. I was disappointed in getting the twenty acres of land broken this fall, which I had contracted for, and, if it will meet your wishes, I shall have one hundred acres broken in the spring, to be planted by the Indians with potatoes and turnips. During the winter enough rails will be cut by the Indians to enclose this land.

My success with the Blackfeet, at the Blackfoot Crossing, has not been so encouraging. Much could not be expected from them, as they were only the old and helpless, who could not follow the rest of the tribe to the plains to hunt, who remained camped about Fort Macleod during the winter and spring. Very few additions were made to this number from the main camp across the lines during the summer. As soon as I could make arrangements, I sent them off to the Crossing, so that any who could work should have an opportunity of doing so; but having no chief amongst them who had influence with them, and who would advise them, it was found difficult to do much with them. The Sarcees arrived about this time in small straggling parties from Cypress, most of them on foot and starving; I sent them also on to the Crossing, being their proper reservation.

When making the payments at the Crossing in July, the Sarcees told me of their dislike to live amongst the Blackfeet, and I then offered to give them assistance in breaking land and settling, if they would select a portion of the reservation, and suggested the western limit of the present reserve; but they put off from time to time saying that they would wait your arrival. As I have reported to you so lately what has been the result of this indecision on their part, I need not repeat it here. My opinion is that they should be settled on the western portion of the present reserve, where there is a large extent of good land, a sufficiency of timber for present use, and they can be as much separated from the Blackfeet as if fifty miles further off. They can be attended to by the farmer in charge from the Crossing, and there are some houses already on the land which they can occupy. A little firmness, I think, would settle them here. The Blackfeet have built fifteen houses at the Crossing; but, it being so late in the season before they or the Sarcees went there, nothing could be done in putting in crops for them.

I am also disappointed with the progress the Stoneys have made during the summer, for instead of attending to the crops, which were put in for them in the spring, and making preparations for enlarging and fencing their lands, the able-bodied have been induced to remain away hunting in the mountains, and have only attended to their crops casually, the consequence is, that they will be much in the same position next spring as they were last season, unless they can be made to work during the winter in cutting rails to fence the land broken for them this Fall, for unless the land is securely fenced it is useless to waste seed upon it.

The cattle given to the Piegans and Stoneys under the Treaty, are being carefully herded by them and are thriving and in good condition. The Piegans herd theirs in one body in the Porcupines along Beaver Creek. The Stoneys keep theirs in two bands; "Bears Paw" and Jacob herd together on the north side of Bow River, and "Chinique" on the south side. There have been no prairie fires this season in this section of the country, which circumstance has been of great advantage to all having cattle, there is consequently plenty of feed everywhere.

My reasons for urging upon the Indians the necessity of their building houses, were:—

1st. That they might have a warm comfortable shelter for the winter, as their lodges are completely worn out.

2nd. That they will be obliged to settle down and give up their wandering habits.

3rd. If any of them wish to go out to work on the supply farms or elsewhere, they will have a place to leave their families in, who can take care of their crops in their absence, and their work can be made remunerative where the whole family has not to be fed. If the men in charge of these supply farms will encourage the Indians to work for them, a large amount of cheap labor could be secured in this way, at certain times of the year when wanted, and I would recommend that the Indians so working should be paid according to their ability to work, so as to enable them to purchase clothing and other necessaries; they would soon come to see the advantage of this work to them. And lastly, when schools are established amongst them, the children will be got at more easily, and their attendance will be more regular.

As the Piegans, Bloods and Stoneys are so far settled, it would be advisable to establish schools on their reservations. No Government assistance has been given, as yet, in this direction. The Rev. George McKay who is sent by the S.P.G., from which society he receives his salary, without any further assistance, has built a house and established a school on the Piegan Reservation; his average daily attendance in school is eighty boys and girls. He teaches them English, reading, writing and arithmetic. He reports the children to be intelligent and apt in learning, also particularly quick in learning to write. He has worked all summer with the Piegans, and has given them much encouragement by his example and persevering industry, having organized several parties to go up the river to the mountains to raft down timber for their houses. He learned to speak Blackfoot fluently. The Rev. Samuel Trivett has settled with the Bloods on Belly River; he has built a house and school room. He is sent out by the Church Missionary Society, from whom he receives his

salary besides assistance in many other ways. His daily average attendance at school is thirty-five children, who are learning English, alphabet, figures and writing. He finds the children intelligent and eager to learn. A supply of the first series of school books used by the Educational Department of Ontario in the common schools, and some slates, would be a great assistance for the present if they could be procured.

At Morleyville a school has been established with a teacher for some time. It is supported by the Methodist Mission Society, but I am not at present able to give further particulars.

I would here suggest that the farming instructors and their assistants, on the several reservations, should not be expected to farm on an extended scale- except a few acres to raise potatoes for their own use—but to give their entire attention to instructing and assisting the Indians in cultivating and breaking fresh land, until as much land is broken as they can manage; for, without constant supervision, the Indians will not work regularly and systematically, and where a farm has to be attended to this cannot be done.

The treaty payments for the season were made quietly, satisfactorily and promptly at the time upon which it had been arranged to make them. The Indians all expressed themselves satisfied, and were particularly pleased at receiving their money in one dollar bills. I was pleased to observe that generally they spent their money in purchasing useful articles, such as clothing, doors, windows and stoves for their houses, many of them having still some money by them.

I would recommend that all the working oxen from the supply farms should be sent to be used on the reserves, and replaced with horses, which would be more serviceable on the farms. The oxen can do all the breaking as it is required, and with a slight harrowing the Indians can plant the land in potatoes and turnips with their hoes, for the first season, and when the land is once broken it can be worked by the Indian horses, or oxen of their own raising from the cattle they received.

Since arriving here last spring, I have visited the Stoney Reservation twice, the Blackfoot Crossing four times, the Piegans seven times, the Bloods twice, the supply farm at Fish Creek twice, and the supply farm at Pincher Creek six times.

I regret having to report the almost total failure which has attended the operations on the two supply farms, at Fish Creek and at Pincher Creek, greatly owing to unavoidable causes. The spring was cold and late, and vegetation slow. The land was not in a state to expect a full crop from it, the greater part of it having only been broken for the first time in the spring, which caused the seeding to be backward. The seed intended for them was not delivered in time, and on the 23rd of August a heavy snow storm, followed by severe frost, cut off the late sown grain. The farm at Fish Creek was also visited by a severe hail storm in July, which damaged the growing crops considerably. These storms are said to be unusual in this country. Notwithstanding these drawbacks, the farms in the neighborhood, where the land was properly prepared and sown early, have yielded fair crops of barley and oats, showing that these grains may be raised successfully; peas will also yield good returns, but there being no demand for them at present they are not cultivated to any extent, they would make a valuable addition to the food supply for the Indians. Wheat is more uncertain, but, I think, more from the inferiority of the seed used, and the want of care in preparing it before sowing so as to prevent smut, than from the unsuitableness of the climate and soil.

Several practical farmers who have decided upon farming in the neighborhood of Pincher Creek, have expressed themselves as more than satisfied with the appearance of the country, and have already broken land to begin operations. Some eighteen persons have taken up lands to begin farming and cattle raising in this vicinity next spring.

The establishing of a saw and grist mill in this vicinity by the Government has been a great inducement in drawing the attention of intending settlers to this part of the country.

The supply of food for the Indians is a serious question, and one which I cannot presume to meddle with, depending as it does upon the policy of the Government, but until the Indians become self supporting they will require assistance, which will, at the shortest period, be two years from next harvest. There is absolutely no game in the country by which they can subsist, or even partly assist in feeding themselves, and unless fairly supplied with food to prevent them from feeling hunger they will become discontented and have recourse to the committing of depredations upon the settlers and their cattle. A large increase to the numbers being now fed is probable in the event of the balance of the Blackfoot and Blood Tribes, who are now across the lines, returning in the spring. With the supply farms properly equipped, a large amount of food can be supplied. Barley, turnips and potatoes are sure crops, and if the seed is forthcoming in spring to sow the land now ready, a large saving will be effected. The result of last season's operations cannot be considered as a fair trial of what may be done, from the various accidental causes I have already mentioned.

The farms may now be considered established, the land is broken and fenced, and buildings erected, and I have no hesitation in saying that, with ordinary management, they will give satisfactory returns. The amount of food which the Indians themselves will raise will also be increasing yearly, for they evince a great willingness to learn, and are not disinclined to work if kindly managed.

I have already, in a former Report, sent you a statement of the implements which I consider necessary to carry on the work on the farms. At present they are poorly equipped in this respect, causing a loss of power and time; this delays the sowing in spring, and in harvest when high winds are prevalent the grain is threshed out if allowed to ripen too much, unless promptly harvested.

Some plain, strong farm wagons are much wanted on the reserves, one for each of the smaller, and two on the larger reserves. The few wagons to be purchased here are either too heavy or too expensive for the work required. Logging chains are also wanted, for the few supplied are not suited to the work to be done, being too short and heavy for use in large freighting trains.

The want of medical advice and assistance is much felt amongst the Indians, as it is only in the neighborhood of the police posts that they can obtain any assistance, and being now settled on their reservations they cannot even have this. There are many serious cases which might be cured, or greatly alleviated, if advice was at hand to which they could have recourse. Pulmonary complaints and affections of the bowels are prevalent; and from their filthy habits of living, there is always sickness amongst them.

Before concluding this report I must express my thanks to the officers and men of the police force for their kindness and readiness, at all times, to assist me in every way possible; and to testify to the kindly feeling which exists between them and the Indians.

I have the honor to be, Sir,

Your obedient servant,

NORMAN T. MACLEOD.

Indian Agent, Treaty No. 7.

BATTLEFORD, N.W.T.

No report from W. L. Orde, Indian Agent.

CARLTON, N.W.T., 1st September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit a report of matters in that portion of Treaty 6, known as Carlton District, for the season of 1879 and 1880.

Immediately after my arrival in the territories in September, 1879, I, in company with Mr. Wadsworth, Inspector of Indian Farming, made a tour of the district and selected locations for Messrs. Tomkins and Chaffee, Farming Instructors, in the vicinity of the reserves indicated by Mr. Dewdney, Indian Commissioner.

I found that on all the reserves some attempts at agriculture had been made; potatoes had been grown successfully in small patches, and in a few localities small fields of wheat and barley were to be seen; but as a rule the farming was of the most primitive description and on such a small scale as to be practically of little benefit to the Indians. On the reserve of John Smith, at the south branch of the Saskatchewan, however, a good crop was harvested. I found also in the reserves of Chiefs Mistawasis and Atakakoop that the efforts of the Rev. Mr. Hines, the Church of England missionary at Assissippi, to induce the Indians to cultivate the soil, had met with some measure of success.

The winter of 1879-80 was unusually severe, and the destitution among the Indians very great, but acting under your instructions I instituted a system of relief which not only kept the Indians from starving but materially improved their condition.

Some of the younger members of the bands were encouraged to hunt for such game as might be found near the reserve, while the majority of the men were employed in getting out timber, cutting fence rails, and otherwise improving their reserves. Every able-bodied Indian was required to prove to the satisfaction of the Farming Instructor, that he was engaged in some of these occupations before receiving relief for himself and family.

The Farming Instructor from time to time visited the locality where work was going on, giving advice and encouragement, and assisting in the building of their houses; and the result is, that instead of living in tents made of birch or skins, nearly every family has a house, a well fenced field or two, and, in a great many cases, a neatly enclosed plot for a garden.

Indian labor was also largely employed on the Government farms.

But, as in all bands of Indians, a large proportion of its members consist of old men and women, and widows with families, and a very considerable quantity of provisions had to be issued gratuitously.

On the arrival of spring, farming operations were commenced, and it is very gratifying to be able to state that the Indians showed a most excellent spirit, and worked well. They evinced a keen desire for information and advice, and carried out, as well as they could, the instructions of the farmers.

A comparatively large acreage was seeded and a fairly good crop has been harvested; but its value and quantity have been seriously diminished by a sharp frost which occurred about the end of August, and it will have to be supplemented, to some extent, by aid from the Government, in order to carry the Indians through the coming winter and spring.

The advantages of the present system cannot be fully seen until next year, as the Farming Instructors arrived in the country too late in the autumn of 1879 to get any land broken. A great deal of breaking has, however, been done this year, and I confidently expect that a crop sufficiently large to make the Indians in this part of the country independent will be harvested next year.

The Indians appear to understand fully that they can no longer depend upon their former means of livelihood, and that they must look now to farming and stock raising as their only means of subsistence. In order, however, that they may be successful in their new mode of life, it is, I think, very desirable that for another year they should continue to receive such help in the way of food as may be necessary.

Mr. Loucks, the Farming Instructor appointed for the Prince Albert district, reached the Saskatchewan too late in the season to proceed to his reserve. He was fully employed, however, during the winter in managing a soup kitchen at Prince Albert, and in looking after the destitute Indians in that part of the country, among whom were about 750 Sioux.

All the Farming Instructors have displayed commendable zeal and energy in the performance of their duties.

The payments commenced this year at Carlton on the 26th July, the day appointed by the Indian Commissioner, and were continued at Duck Lake, Prince Albert and Fort à la Corne. Everything passed off satisfactorily, with the exception of the killing of some cattle, by the Duck Lake bands of Indians, the particulars of which you have already been made acquainted with.

At the Councils I held with the different bands, the request that more working cattle should be given was generally made by the chiefs and headmen.

I believe that as they advance in agriculture and farm a larger quantity of land, one or two yoke of cattle to each band, in addition to those already supplied under treaty, will be necessary. At present, three or four families are waiting, perhaps for some time, for the same yoke of oxen, and as the season is short and the farms are some distance apart, much valuable time is lost.

The implements sent for distribution this summer arrived safely, and have given satisfaction to the Indians.

I have the honor to be, Sir,

Your obedient servant,

W. PALMER CLARKE,

Indian Agent.

EDMONTON, 21st August, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—From letters written from time to time, you will have received intelligence of most of our proceedings during the winter, I should therefore only trouble you with a *resumé* of what was done.

The unusual destitution of the Indians, all over this Agency, obliged us to assist them to a large extent; indeed, large as it may appear, it was by no means what it looks at first sight. If you divide the amount distributed by the number of recipients, you will find it but a small portion to each sufferer. I may well call them sufferers, for I have never seen anything like it since my long residence in this country. It was not only the want of buffalo, but everything else seemed to have deserted the country; even fish were scarce. Fur-bearing animals, from which the Indians might have supplied themselves with clothing etc., were not to be had. In some cases some hunting might have been done, but the poor people were naked, and the cold was intense, and remained so during the whole winter; under these circumstances they behaved well, and no raids were made on anything here. They ate many of their horses, and all the dogs were destroyed for food; in fact, everything was tried and failed. In our assistance the strictest economy was practised, and unless the Indians had been allowed to die, or to help themselves to the settlers' cattle (neither of which ways would have brought much credit to anybody concerned), we could not have got through with less. We fully hoped that in the spring, wild fowl and fish would have been plentiful, but owing to the continued bad weather, few of

either of these sources of provisions were available. It is only within a few weeks that anything like an abundance has been procurable.

Notwithstanding these drawbacks, we succeeded in getting in a good deal of barley and potatoes. I fancy it is under the mark when I say we have 700 acres altogether sowed; of course, it is not done well, but a good beginning has been made, and I am sure you will find, on visiting the different locations, that a good deal of work has been done. Owing to the bad state of the roads, we could scarcely get anybody to freight, and this rendered the seeding later than it otherwise would have been, but not very much, for the weather, in many parts of the Agency, would not admit of sowing much sooner. Should nothing prevent it, they will have considerable returns; the improvident nature of Indians, of course, will obviate any great benefit to be at once derived from their harvests; still, a great many have already seen the good of laying by for a rainy day.

The farmers have, I am happy to say, done well, and so far their crops are looking very well indeed; the constant rain we are having may injure them to some extent, but should a moderate spell of warm, fine weather succeed shortly, we may justly expect a large return (particularly in potatoes). When it is remembered that not a sod was turned until the frost was out of the ground this spring, I think you will say no time has been lost at any of the farms in this agency. Even the Saddle Lake farm is doing well, though we had a man there who knew nothing about his business.

The success there is owing to the exertions of Mr. Higgins, the assistant, who has proved himself to be a practical farmer.

I cannot say too much in favor of the other two, Messrs. McHugh and Lucas, both of whom have done a large amount of work. The former has 115 acres under crop, besides about 30 or 35 acres broken up since seeding. The latter has been working under greater difficulties than either of the other two, and on inspection it will be found that a great deal of credit is due to his exertions. I may as well state that the farmers of this Agency have given me entire satisfaction, except Mr. Donally, but he was totally unfitted for the situation; being of a speculative turn of mind, he made some very serious mistakes.

After seeding, and after I had visited the Plain Crees improvements, the chiefs seemed as much pleased as I was myself. They were on their way into Edmonton, while I was on my way out. On my return I found that some evil had been at work, and that matters were not as I had expected.

Immediately on my arrival they came to me, demanding one beef animal, one large chest of tea, 100 lbs. tobacco and 100 lbs. sugar for each Chief. They asked it in a way that I at once saw it was done in bravado. I at once told them that I was surprised at the demand, and also at the way in which it was made, and that, under those circumstances, I would not give them what they wanted; that, had they asked in a proper manner, I should have given them what I thought proper, as no doubt they had tried hard to work well, and had succeeded in doing more than I had expected, but now they should get nothing. They then told me that they were very numerous and that they liked their country; that the Government were liars, inasmuch as they did not fulfil their promises, and they would go home and have nothing more to do with us. I told them that fear was a thing we were not acquainted with, and that we should carry out our plans, but that their request would not be complied with. They then got up and left in high dudgeon, shortly after sending in the medal.

A council was held across the river, which lasted for some time, and the next evening Bobtail came down to my house and told me that he, as leading or head chief in the plains, had listened to bad advice, but that should he live for many years he would never do so again; that he was sorry for what he had said, and the other chiefs were of his opinion. We had them now in the right place, and the following day they came for the medal and were willing to accede to my proposals; in fact everything was in the proper view, and no trouble would have arisen about reserves or anything else had the iron been struck when it was hot. I would respectfully

suggest that the Indians should get more oxen, as four is by no means sufficient for a whole band, the majority of whom put in crops for themselves.

All of which is most respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

JAMES G. STEWART,

Indian Agent.

QU'APPELLE, N.-W. TERRITORIES, 12th September, 1880.

The Honorable
The Superintendent General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following report of my transactions in Treaty No. 4 during the last year:—

After closing up all matters connected with the annuity payments, I visited the two bands at Swan River, also Duck Bay, giving relief to them by distributing sufficient twine for a net for each family.

On the seventh of December I left Swan River barracks for Qu'Appelle, where I was directed to proceed and establish my headquarters for the present. I reached this on the seventh of January.

I visited, *en route*, the hunting camps of several Indians; a few I found provided with a little venison and small furs—the latter article they purposed trading for clothing.

During the winter I visited the agency farms, and saw that the Indians on the reserves were kindly and fairly treated. A few trifling complaints were made, which were settled on the spot.

The arrival of the Indian Farm Instructors was received with joy by the Indians, who were doing their best on their respective reserves, and I must say the example that has been shown by some of the Instructors, so far, has been of benefit to those Indians who have a desire to better their condition.

A much larger area of land has been put under cultivation this year, and the crops, on my visit to Touchwood Hill Reserve and this place, looked promising, more particularly the wheat; a good deal more might have been sown had seed been procured; scarcity prevented our doing so.

A good deal of distress existed last winter, at this place particularly, owing to the men going to the plains, and leaving their women and children here; from those who could work some return was got for the provisions supplied them. The fishing was not carried out as it might have been, on account of the severe winter and the slight clothing they had to protect themselves from the exposure on the lake.

At Touchwood Hills, Bird Tail Creek, and Pelly, very little was given to the Indians without getting something in return, either on the reserves or on the agency farms.

On my return from making the payments of annuities at the Cypress Hills, I found nearly all the Indians I had paid here, still camped about the Qu'Appelle lakes, and every few days calling at the office for relief. They were quite bewildered, not knowing what to do; to return to the plains was sure starvation, and every likelihood of the few horses they had being stolen from them.

I invited the chiefs and head men together, and explained the advantages they would derive by going on their reserves immediately; at the same time showed them the loss they would sustain every year by their not doing so. I also informed them that unless they went on their reserves I could not assist them in their work, nor could their old people be as well cared for.

I am happy to report that during the last week in August, and up to this date, I have succeeded in influencing eleven new bands, representing 2,310 souls, to go on their reserves. Four at the File Hills, which reserves are at present being surveyed by Mr. Patrick; four at the Crooked Lake, also being surveyed; one at Touchwood Hills; one here, and one at the Moose Mountains.

These Indians (Plain Crees) are totally ignorant of farming or the ordinary mode here of making a living, such as even making or setting a net, killing fish or small game, having always lived on the plains hunting the buffalo, and for the last seven years merely coming here for their annuities and presents. I have made provision for them on their reserves, and they are now being assisted in getting out logs and building houses for the winter.

These eleven bands, now having just gone on their reserves, have nothing to depend upon for a living, and until they produce something for themselves they must look for a liberal supply from a generous Government for support. Many of them have hardly enough to cover their persons, still they are willing to work and learn, and I look forward to seeing these Indians in a few years doing a good deal towards their own support.

The number of Indians who received annuities, and amounts paid last year within Treaty No. 4 were as follows:

Fort Ellice	724	Indians	$4,304
Touchwood Hills	568	"	3,745
Qu'Appelle	1,571	"	9,559
Pelly	644	"	3,390
Fort Walsh	4,403	"	36,343
Total	7,910	Indians	$57,341

Of this sum $18,152 was paid to Indians of Treaty No. 6, whom I found at Fort Walsh, poor and deficient of horses to move north to their respective places of payments.

The number of miles I travelled during the last year, in connection with Treaty affairs were, with horses, 2,290 miles; with dogs, 815 miles; total, 3,105 miles.

I have the honor to be, Sir,

Your obedient servant,

A. McDONALD,

Indian Agent, Treaty No. 4.

FORT WALSH, 30th September, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to enclose herewith tabular statement of the bands of Indians within my province. In forwarding same, I would call your attention to the fact that I did not arrive here and commence my duties until the 13th September last. I therefore, am unable to furnish you with a report such as I would wish owing to the short space of time which has elapsed since my arrival. Upon taking office, I reported, as instructed, to Colonel Macleod, who kindly informed me of the system which had been adopted previous to my appointment. I then visited the Saulteaux and Assinniboine Reservations; on the former, Mr. Setter, who is Instructor, pointed out the various employments at which the Indians worked, and there I found the crops in excellent condition, considering the inconveniences and drawbacks attendant thereto during the past summer: the seed was planted very late, and, as Mr. Setter

informed me, they had no rain for six weeks, the wheat was of an excellent quality, well headed and perfectly ripe, the barley got touched with the frost, but I am informed it was not the kind ordered for this climate and must have been sent in mistake. The Indians had small gardens here and there, wherever a good locality presented itself; they displayed a great deal of energy in trying to make a success of their first agricultural enterprise. In passing through "Little Child's" (Chief) garden I noticed a large number of overgrown cucumbers, besides corn and other vegetables, all being attended to by members of his family, all of which went to prove the virtue of the soil.

I was informed that Little Child, with his band, wished to move to Qu'Appelle and join the balance of his tribe who have been there for the last few years with a minor chief named Osoup. I accordingly held a council, and saw they were undecided what to do, some wished to join their friends at Qu'Appelle, and others wished to remain on their present reservation. I am inclined to believe they will shortly all leave for Qu'Appelle, a great deal of jealousy appears to exist between the chief and minor chiefs of this band.

I next visited the Assinniboine Reservation at the Head of Cypress Mountain. The reserve is situated in an excellent locality, for wood and water, but the climate is such that it is useless to think of continuing agriculture in that locality owing to the early frosts and snow storms which are so prevalent. On the 3rd September all the crops and vines were killed by frost, and, with the exception of the potatoes, everything planted proved a failure. It is very much to be regretted the crops were not a success as the Assinniboines took every interest in the advancement of their agricultural pursuits, and displayed great willingness to do any work they were called upon to perform. I trust they will meet with better success next year, as their conduct during the past season has been most commendable and really merits better success than has attended them this year. Although their crops were a failure they appear in no way discouraged, on the contrary, they speak of looking for a better location for their reserve next year.

I held several councils with the Indians who had not yet determined on a reservation with a view of ascertaining their opinion on the matter; there were several chiefs present, the principal being Pie-à-pot, Little Pine and Lucky Man. The first two of these chiefs expressed a wish of settling in this mountain, and Lucky Man wished to locate in the neighborhood of Battleford. I could get no definite answer from any of the chiefs as to when they would settle down. They were anxious to receive their annuity payments. It appears they were on the Missouri River hunting buffalo when warned of the time the payment would take place, their horses were in a very low condition and the distance being so great they could not arrive here in time. I consulted Colonel Macleod, and he agreed with me in recommending the payment of those who had not arrived for the regular payment in July. The Indians were in a very destitute condition, almost without clothing of any description, and from 15 to 20 persons in each lodge; they came from the plains with the expectation of receiving their payments and purchasing clothing, &c., before returning again, the camp numbered about 2,500 persons drawing rations.

Scarlet fever of a very virulent type broke out in the camp, and several deaths have already occurred. Dr. Kennedy visited the camp and warned the Indians of the precautionary measures it would be necessary for them to take to prevent the spreading of the disease; about 30 deaths have occurred within the past month; it is difficult to say to what extent this disease will spread as it is almost impossible to impress on Indians the necessity of any such measures.

I have experienced a great deal of annoyance with a non-treaty Indian called "Little Poplar;" he is son-in-law to Lucky Man and exerts a great deal of influence over him. The "Little Poplar" has the reputation of being Big Bear's ruling spirit, he appears to delight in holding the law at defiance and does everything in his power to produce insubordination in the camp, it is currently reported that Big Bear, with the balance of his non-treaty Indians, would have accepted the terms of the treaty

years ago had it not been for the influence Little Poplar holds over a certain element in the camp.

On the 21st September, an altercation took place between an Indian and a resident named Stuttaford ; the latter struck the Indian, was arraigned and fined for the offence ; but the Indians considered the punishment too lenient, so took the law in their own hands by rushing down to Stuttaford's garden and pulling up his vegetables. They had done considerable damage before the police arrived and prevented them from tearing up the whole garden. The day following I called on Colonel Macleod, and we decided that the Indians should be punished and Stuttaford recompensed for his loss. I accordingly went to the camp and found all the depredators belonged to Lucky Man's band. I informed him that I intended paying Stuttaford for the loss sustained by his Indians and deducting the amount from the rations of those connected with the affair. At first they were dissatisfied ; but after I explained the matter thoroughly, and they saw I was determined, they appeared to be anxious to pay for the damage done. I had the damage assessed by two competent persons who considered it did not amount to more than $8.00, so I stopped the equivalent of that amount from the rations of the band implicated and handed same over to Stuttaford.

In conclusion, I would most respectfully call your attention to the assistance rendered me by Pie-à-pot (Chief). He has done everything in his power for the observance of the law and the welfare of his tribe. On one occasion when Lucky Man and Little Poplar were speaking in a threatening manner in council, Pie-à-pot interfered and made them desist immediately. Were all the Indians of the same temperament of mind as he appears to be, there would be very little difficulty in managing them.

I have the honor to be, Sir,

Your obedient servant,

EDWIN ALLEN,

Indian Agent.

BATTLEFORD, 1st December, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—The following report of the progress made in the survey of Indian Reserves in Treaty No. 6, North-West Territories, under my charge during the past season, is respectfully submitted for your information.

I received instructions from the Surveyor-General to report to Mr. Commissioner Dewdney at Winnipeg, and place myself and party at his disposal.

On the 11th May, Mr. Dewdney advised me to proceed to Edmonton to survey the reserves in that vicinity.

We left Winnipeg by the steamer "Marquette" for Fort Ellice, on the 18th May, and after a series of accidents, arrived at Ellice by steamer "Manitoba," on the evening of the 29th. The trip is usually made in eight days, but unfortunately the second day from Winnipeg the engine broke down, and our boat was tied up to the bank until Saturday, the 22nd, when we were towed to Portage la Prairie by the "Manitoba" and our freight transhipped to her. On the morning of the 22nd, one of Mr. Whellams' party of emigrants fell overboard and before assistance could be rendered was lost. The poor fellow left a wife and three children, for whom a purse of $165 was made up by the passengers.

On the 26th of June we arrived in Battleford, having made the journey in nineteen and a half travelling days, an average of twenty-two and a half miles per

day, which, for heavily-laden carts, is considered very good. I remained until Friday, 2nd July, giving my horses a chance to feed and rest, and on that day started for Edmonton by the south trail.

From Battleford to Edmonton there are three trails, viz.: the north, south, and telegraph.

The north trail passes Fort Pitt (ninety-two miles distant from Battleford), thence along the north side of the Saskatchewan River, *viâ* Saddle Lake (at one hundred and eighty-six miles), and Victoria (two hundred and twenty-three miles); total distance to Edmonton, two hundred and ninety-seven miles.

The south trail runs almost in a direct line to Fort Saskatchewan, crossing the 14th base at one hundred and sixty miles, passing through the chain of lakes at one hundred and seventy miles, Fort Saskatchewan at two hundred and fifty-one, and Edmonton at two hundred and seventy-one miles.

The telegraph trail follows the line of the Canadian Pacific Telegraph, and the total distance to Edmonton is reported by Mr. King to be two hundred and fifty-nine miles, making it twelve miles shorter than the south, and thirty-eight miles shorter than the north trail; but, on account of the deep ravines across which it passes, is not much used.

Shortly after my arrival at Edmonton, I was instructed by the Indian Agent to survey a reserve for Chief Pay-pas-tays (The Woodpecker), located opposite Fort Edmonton, and two miles from the south side of the Saskatchewan. As this would materially interfere with the "claims" of the settlers, I prevailed on the chief to move two miles further south, and commenced the survey on the 2nd of August. On the 16th instant, the chief ordered my party to stop work, giving as a reason that he was not satisfied with the area of the reserve. At the request of Mr. Inspector Wadsworth, I had gone with him to the treaty payments at La Rivière Qui Barre, to meet the Indians from Lake Ste. Anne and Lac la Nonne, and arrange for the survey of their reserves, so that no time would be lost between the completion of Pay-pas-tays' Reserve and the survey of the reserves for those Indians. The party was left in charge of my assistant (Mr. Kippen, a Provincial Land Surveyor), and on his being ordered to stop work, sent word to me to that effect. I at once instructed him to pay no attention to mere talk of the chief, but complete the survey, unless he (the chief) resorted to actual force; in that case, to bring the party to Edmonton. With these instructions I inclosed a letter from Mr. Wadsworth, advising him if he had any complaints, to make them to him on his return, and in no way to interfere with the progress of the survey, upon the pain of the utmost displeasure of the Government. This letter was presented to the chief, who asked for its interpretation, and then refused to accept it. He stopped the survey by removing the instruments, and said he was prepared to prevent further work.

The number given me as being paid in this band in 1879, was 241, and upon this basis I informed them that they would get 48 square miles, but the number in the band at the time of payment this year was only 189, and on this account Mr. Wadsworth notified me to give them not more than 40 square miles, or the allowance for 200 souls. I may also state that the present number (189) is made up of Indians, half-breeds, and a lot of "absentees," old women living at Fort Edmonton, who declare they will not move across the river to the reservation.

Before the survey was commenced, in answer to a demand of the chief for 60 square miles, I plainly explained to him that the treaty allowance was one square mile for every five souls, and upon no consideration would he get more.

At the time the party was stopped the survey was nearly completed, only about five miles remained to be run on the south boundary.

The Indian Commissioner, on his arrival at Edmonton, after hearing what the chief had to say, informed him that I would not return to complete the work this year, and, much to his discomfiture, made no promise that it would be completed. In passing through Edmonton on my way down last fall, one of this chief's head men and brother, Tah-coots, the murderer, came across the river and asked me to finish the survey, expressing deep regret, for not only his chief, but the band, on account of

their previous behaviour, and made extravagant promises as to their future conduct. I informed him that I had heard that many of the band were leaving and joining other chiefs. He said he was sorry to say this was true. I think they fear the band will dwindle down to so few that it will be broken up. This would probably be the best thing that could happen, as it is principally composed of stragglers, who are both impudent and lazy, and their residence in a prosperous settlement would be detrimental to its advancement.

On the 27th of August I commenced the survey of Chief Alexander's reserve, situated about 25 miles from Edmonton on the Lac la Nonne trail, and about three miles from the Indian farm (Mr. McHugh, Instructor). The eastern boundary was first located; it runs nearly its whole length, seven miles, through a fine open undulating prairie, interspersed with groves of poplar, hay marshes, and valuable bottom lands; near its northern extremity it passes through a grove of spruce, leaving about fifty acres of it on the reserve. The south boundary (length six miles) runs for the most part through the same kind of country as the previous line. Towards its western limit it enters a more hilly and densely-wooded country, and finally at 454 chains enters Sandy Lake, which at about this point is about a mile wide. The north boundary passes through a low and gently undulating country, covered for the most part with clumps of willow and poplar, and containing some very fine hay and bottom lands; it runs north of, and therefore leaves within the reserve, a large spruce swamp, containing a great quantity of timber suitable for building and other purposes. The west boundary strikes Sandy Lake at 452 chains, and runs through a high rolling country, densely wooded with poplar and fir.

The area of the reserve is 41 square miles, about 16 of which is rolling prairie, soil excellent, and suitable in the highest degree for agricultural purposes.

The remainder of the reserve is more or less wooded. There are several spruce swamps, two of which are very extensive, and contain timber of a large size and excellent quality; in one of these, near the west boundary, I noticed trees over two feet in diameter.

River QuiBarre is about twenty-five feet wide and five feet deep, it flows through the centre of the reserve and drains it.

Sandy Lake, on the southwest corner, is a beautiful sheet of water, from one to two miles wide, and about six or eight miles long. The shore, in some places bold and precipitous, is densely wooded with spruce and poplar, and next the water is composed of a whitish colored sand of fine quality, underlying which is a bed of sandstone extending into the lake, and running back about one hundred feet, where it is lost to sight under the overlying granite. A great deal of this sandstone can be easily obtained, and will make excellent building material.

Pike, or jack-fish, appear to be very numerous, as we saw numbers jumping out of the water and along its shores.

Chief Alexander was on the ground nearly all the time the survey was in progress, and left before its completion for his home, at Lac la Nonne, to catch his winter supply of fish, but before leaving signified his entire satisfaction with all that had been done, and although he for his part would rather have had the reserve at Lac la Nonne, where fish are easily got but the land is poor, he cordially carried out the wishes of his band, and rendered us all the assistance in his power.

The reserve for Chief Michel Calahoo fronts on the Sturgeon River, and lies between the river and the 14th Base, and west of a meridian ran and posted by Mr. King in 1878. The chief was desirous of locating on both sides of the meridian; but I pointed out to him the advantage of having his boundary at all times free from dispute, and that the 14th Base and the meridian would be governing lines in the future survey of the country; he decided to adopt my suggestion. I therefore ran over the meridian from the river to the 14th Base, a distance of 600 chains; thence west along the base line 400 chains; thence north 687 chains to the Sturgeon River; thence easterly and along the river to the place of beginning; area, 40 square miles.

The east and south boundaries are partially wooded; the timber consisting of poplar and fir. The west boundary runs through heavy timber, and the shore of Sturgeon River is also well timbered.

Nearly one-half, or about twenty square miles, is high rolling prairie, and the soil a clay loam with clay subsoil.

This is one of the best pieces of land I have seen in the North-West; it is distant from the flourishing Roman Catholic Mission of St. Albert, at Big Lake, about eight miles, and the country between the reserve and the mission is well settled.

The Indian Farm, Mr. McHugh, Instructor, is situated on the north bank of the Sturgeon, opposite the reserve, and settlers have taken up "claims" nearly adjoining it.

The Sturgeon River is here about 150 feet wide and four feet deep, it takes its rise in Lake St. Anne and empties into the Saskatchewan, about five miles below Fort Saskatchewan.

Thursday, September 20th, we started for Lake St. Anne and arrived there the following evening.

On Saturday, engaged canoes and crossed the lake to Chief Alexis' camp.

I noticed at several places on the shore comfortable houses, and on inquiry ascertained they belonged to members of Chief Michel Calahoo's Band. At the head of the lake is the present house of the chief; he has a comfortable house, size 20x26, hall running through the centre and rooms on each side. His outbuildings, which consist of storehouse, 12x16; stable, with stalls for cattle and horses, calf pens and hayloft, are all in good repair. He has about twelve acres fenced and under cultivation, and seems to be doing his best to make a comfortable living. He is very intelligent, speaks French fluently, and can make himself understood in the English language. His reasons for leaving Lake St. Anne is, the land there is light, and he desires to get near a settlement, in order that he may become better acquainted with the ways of the white man. I have no doubt this man and his band will succeed.

I found Chief Alexis' camp about seven miles further up the shore, and himself and his Indians in a very destitute condition, having no houses, only a few skin tents, living principally in bough "tepees," and were almost naked. They are "Stoneys" and do not seem to be able to follow the good example which has been set them for several years by their neighbor the Cree Chief Michel. About one half of this band, under "Ironhead," are living at White Lake, and they refuse to join Alexis at Lake St. Anne, as they say the land is better where theyare, and the fish crop more certain. As the eastern boundary of this reserve, according to the chief's location, was only about two miles west of Michel's buildings and clearing, and as they will be abandoned next year, I thought it better to go still farther east and include them in Alexis' reserve. I would respectfully suggest, in consideration of Michel leaving his buildings as they are at present, that some remuneration in the way of nails, glass, hinges, and a few days work be given him to assist in putting up his new premises. Michel was quite willing to allow Alexis to take possession, in fact he seemed better pleased with the idea than Alexis himself, who said he was afraid he would be called upon to pay for them, and as he expressed himself "he had nothing to pay with."

The survey was commenced on the 5th October, at a post planted in the north shore of the lake. The east, north and west boundaries run through a wooded country. The west boundary passes through a very extensive forest of spruce and poplar of first-class quality. Captain Moore, of Prince Albert, has located a "limit" in part to this forest, and as will be seen from the plan, encroaches somewhat on the reserve.

The line strikes Lake St. Anne at 489 chains. The lake forms the south boundary. Here and there along the shore are occasional patches of cultivation, made by Chief Alexis or members of his band; they are not very extensive, and lead one to suppose they were originally of an experimental character and that the experiment had failed.

At a rough estimate I should say that about three quarters of this reserve was timber, the remainder being hay, bottom lands and prairie. The soil is a sandy loam, and for a few years, if properly tilled, will yield good crops.

Lake St. Anne is about six miles in width, and nearly circular in shape, it has been the principal fishing ground for all the Indians in that vicinity, but last fall the fishing was a failure.

With the survey of this reserve, the area of which is 23 square miles, the season's work closed.

I was in the field 72 days, of which the party worked 46. We ran 102 miles, principally through timber, and the total area of the reserves surveyed is 144 square miles.

My assistant, Mr. Kippen, has rendered valuable service upon two occasions during my absence at Riviere Qui Barre and the Peace Hills. He was in charge of the party, and proved himself to be not only energetic but accurate.

I used the odometer from Fort Ellice to Battleford, and the results obtained agree, within three miles, with those published in Mr. King's last report. This difference may be accounted for by the windings of the trail to escape water holes, Mr. King having gone over the route in a dry season.

From Battleford to Edmonton, and thence to Lake St. Anne, the annexed table will show the odometer measurements.

The thermometer readings taken during the season will be forwarded.

We arrived at Battleford on the 1st November, and by the 15th were in winter quarters.

I am now engaged in preparing the plans of the different reserves, which will be mailed as soon as completed.

I have the honor to be, Sir,

Your obedient servant,

GEORGE A. SIMPSON,

Indian Reserve Survey.

Trail Distances from Battleford to Edmonton *viâ* the South Trail.

Distances from Edmonton	Place.	Distances from Battleford.
270 6	Police Barracks, Battleford	0·0
262·0	Lake in hills (good water)	8·6
256·8	A small lake	13 8
233·2	Forks, Pitt and Edmonton trails	37·4
196 8	End of Willow Hills (cross telegraph, enter prairie)	73·8
190 8	Cross telegraph line to north side	79 8
186 1	4th Principal Meridian	84·5
165·1	Western edge of prairie (wood and water)	105·5
145 7	Eastern edge of timber in bluffs	124·9
134 3	Creek in valley	136·3
127·5	Vermillion River (3½ ft. deep, 30 ft. wide)	143·1
110 3	Creek	160·3
110·1	14th Base Line	160·5
108·9	Creek	161·7
105·9	Creek and marsh between two lakes	164 7
103·7	Creek	166 9
101·8	do	168·8
99·1	do	171·5
98·1	Old hunting lodge on shore of lake	172·5
94 9	Creek	175·7
81·5	do	189·1
79·5	do	191·1
73·7	Lake	196 9
72·6	Cross Victoria trail	198·0
68·8	Western edge of plain	201 8
61 6	Creek 4 ft. deep, 30 ft. wide (fish in this)	209·0
61·1	Creek	209·5
60 7	Creek (same as 209 0), in marsh	209 9
53·6	Creek, western edge of bush	217 0
50 8	Creek	219·8
45·8	do	224·8
44·1	Beaver Creek, 20 ft. wide, 4 ft. deep (bridge)	226·5
40·7	Creek, 3½ ft. deep, 15 ft. wide (bridge)	229·9
32·1	14th Base Line	238·5
30·1	Creek	240 5
20 2	do (bridge)	250·4
19·4	Fort Saskatchewan	251·2
11 0	Creek	259·6
3 9	Rat Creek	266·7
2·3	Creek	268·3
0·0	Edmonton	270·6

Trail Distances from Edmonton to Lake St. Anne.

Distances from Edmonton.	Place.	Distances from Lake St. Anne.
0·0	Fort Edmonton	47·6
9·1	Toll-gate at St. Albert	38·5
13·4	Carrot River	34·2
20·8	Forks at Lac la Nonne trail	26·8
22 8	Indian farm	24·8
35·3	Creek and slough	12·3
37·8	Sturgeon River	10·0
47·6	Lake St. Anne	0·0

GEORGE A. SIMPSON,
Indian Reserve Survey-

Battleford, 1st December, 1880.

OTTAWA, 16th December, 1880.

SIR,—I have the honor to report to you on the result of the work which, during the past year, I have performed under your instructions.

Before doing so, I would explain that owing to urgent circumstances, and your own absence on duty in parts of the country where I had no means of communicating with you, I have on more than one occasion been compelled to seek instructions direct from Ottawa.

My work has embraced the survey of the following Indian reservations :—

1st. Assinniboine, north of Cypress Hills, embracing 340 square miles.
2nd. O'Karree's Band, File Hills, embracing 20 square miles.
3rd. Star Blanket's Band, File Hills, embracing 20 square miles.
4th. Pepeiksis Band, File Hills, embracing 45 square miles.
5th. Little Black Bear's Band, File Hills, embracing 45 square miles.
6th. Osoup's Band, Crooked Lake; and
7th Rewistahaw's Band, Crooked Lake.

I commenced my summer's work on the 1st June.

I had received your instructions on the 17th November, 1879, to define the limits of the Assinniboine and Little Child's Reserve, and had made several attempts to carry them into execution; but, owing to the severity of the winter, I was able to make but very little progress. In the vicinity of Fort Walsh, the cold was so severe (the thermometer averaging below zero, with a high wind) that both men and horses were unable to do profitable work on the prairies; I, therefore, to save expenses, reduced my staff until such time as the weather should moderate. In the spring, acting in accordance with a telegraphic despatch from yourself, and instructions conveyed to me by Mr. Galt, I proceeded with this survey.

I have to report that this reservation comprises an area of about three hundred and forty square miles. It extends along the northern slope of the Cypress Hills, the direction of which is east and west, a distance of eleven miles, having a depth of two miles on the summit platform, and stretching away for thirty-one miles out on the prairie land below the ridge. The Indian farm is on the highest point of the range, 4,000 feet above sea level, and about two miles from the brow of the hills. On my arrival I met the chief of the band, who urged upon me their desire that the lines should be so run as to include the whole of the timber land.

After much persuasion they consented that the course of the lines should be run as I proposed, north and south, and east and west; my object in view being, that the lines, should in their direction, accord with the general system adopted in Government surveys, and further, by this partition a fair division of the timbered lands would be made.

I carried out my survey accordingly, and on my leaving them, the chiefs expressed themselves well satisfied with the result.

The initial point is situated about one mile to the south of the Government farm at the head of the mountain, and twenty-one miles west of Fort Walsh. The land in this vicinity is well timbered, and the Indians appear to be thoroughly aware of the value of the timber, which consists of Douglas pine, a species of first-class pitch pine, averaging in size at the butt from 12 to 14 inches in diameter and having a height from 40 to 50 feet clear of branches; the soil, a heavy black loam, is of itself well adapted for farming purposes; as a consequence, however, of the excessive altitude, severe summer frosts exercise a detrimental influence upon farming operations.

From my initial point I ran north a distance of thirty-one miles.

For my first three miles, my line runs through a well-timbered section of the hills. In the course of the next five miles, which comprise an area of gently undulating hills, it crosses a lake of about two miles and a half in extent, known as Fish Lake, adjacent to which a large number of Indians had been located for the winter, living upon the fish which are there abundant, principally pike. The pasturage in this district is very luxuriant, and the soil rich. From this point I descended to the plain proper, and for the remaining twenty-three miles the soil was barren and utterly useless for agricultural purposes.

I then returned to the initial point and ran east upon a chord of eleven miles.

For this distance the soil is good and similar to that before described at the head of the mountain. To the north of this line there are a number of *coulées* slightly timbered. *Coulées* form the heads of creeks. These run north and join a water system which ultimately empties into the South Saskatchewan. At the south-east corner of this reserve there are two *coulées* extending first to the east, where my east line crosses them, about a mile before their junction; and then trending to the south; from these *coulées* the Battle River rises; running south it passes Fort Walsh, and then into the Milk River a tributary of the Missouri. From the south-east corner of the reserve the line runs north to the Lake of Many Islands, a distance of thirty-two miles.

For the first five miles the pasturage and soil are good, the *coulées* are sparsely timbered; on the rest of the distance to the lake the soil is poor and alkaline. In order to meet the earnest wish of the Indians within justifiable limits (the soil being worthless) I slightly extended the line up to the shores of the lake, valuable to them on account of the water-fowl which are there plentiful.

I then proceeded to the north-west angle of the reserve previously located by me, and commenced to run a line representing the northern boundary. From this point I ran the line due east for a distance of three miles, thence north to the Lake of Many Islands, making this lake a part of the northern limit of the reserve. Here the soil is barren and alkaline. I devoted much attention to gaining a topographical knowledge of the interior of this reserve, the results of which will appear on my plan.

I then proceeded towards the reserve of the Chief of Little Child's Band, passing Fort Walsh (Cypress Hills) on my way. I there received your telegram directing me to proceed to Qu'Appelle and report myself to Col. McDonald, Indian Agent. I was, however, informed by Major Irvine that Col. McDonald was on his way to Fort Walsh, and therefore deemed it right to remain until his arrival, as I knew not by which trail he would travel; he arrived in about six days. By Col. McDonald's directions I left Fort Walsh for Qu'Appelle about the first week in August; after a journey of six miles I entered the four-mile *coulée* called by the Indians *Aygh-kim-mi-kay*. This name in English signifying "gap in the hills." From this point the road runs to the north of the range; here I found a number of houses occupied by half-breeds in winter, and at that time untenanted.

The land here is good for pasturage only. For the next twenty-six miles the country adjacent to the road and extending towards the north is barren, but towards the south and under the Cypress Hills, pasturage is good. Here I found a Government farm, worked by a Mr. Setter. His wheat crop appeared to be fairly good, but the straw short. This farm is small, but is prettily situated upon a creek scantily fringed with timber of small size, consisting principally of a species of soft maple. On this distance I passed four creeks, two dry and two with running water: the latter were slightly timbered. For the next nineteen miles the general appearance of the country remains the same. To the south of the road and under the face of the hills, the pasturage continues to be good, but to the north the country is dry and barren. At the termination of this distance I struck a creek, the banks of which were well wooded. Nine miles further on I crossed another creek, the banks of which were also well wooded and the soil to the north still barren, but to the south and under the mountain pasturage is good.

Maple Ravine Creek: the timber along its banks is to all appearance good; the soil of this section has the same characteristics as that previously passed; good pasturage to the south, but barren and alkaline to the north.

Throughout the next fifty-four miles the soil grows poorer both to the north and south. After passing this fifty-four miles I struck a creek called "Swift Current." In this section I found the soil barren and alkaline, and no wood near the trail; but under the mountain small clumps of Douglas pine loomed up in the distance.

For the next fifty-two miles the country continued the same in character, barren and alkaline and destitute of wood. Here I struck the north end of "Old Wives

Lake." Five miles further we discovered a mineral spring impregnated with iron, in a clump of brush; at forty miles further on, making 206 miles from Fort Walsh, there is a small quantity of wood land with some water, though the soil is still barren. Sixteen miles further on I struck the "Moose Jaw Bone Creek."

Here I found abundance of water and wood. The soil here begins to improve. I noticed a most marked improvement in the nature of the soil up to the "Point of Woods," a distance of fifty-four miles.

The land is all fertile, but the ridges are above the average degree of goo iness, possessing creeks and also timber in small clumps.

From the "Point of Woods" to Qu'Appelle, the land is well adapted for farming. To a casual observer it would appear to be dry and pebbly; but on inspection of the badger holes, where the surface soil has been upturned by these animals, it shews that these small pebbles simply form a layer, and that immediately underneath this there is a rich black loam, mixed with small stones, their appearance in quantity being probably caused by rains and frequent prairie fires, burning off a portion of the black soil and leaving the gravel on the surface. I may mention, as a matter of some importance, near the "Moose Jaw Bone" a weed of a poisonous nature grows resembling the water cress, which being unfortunately eaten by my horses, caused general sickness amongst them and the death of three. This weed was not, however, met with in any other portion of my exploration.

This section will no doubt prove to be a good wheat growing region.

I arrived at Qu'Appelle on the 18th of August, making the trip from Fort Walsh, a distance of 310 miles, in thirteen days.

I think it right that I should mention the extreme kindness I received from Mr. McLean of the Hudson Bay Company, who rendered me every assistance in the prosecution of my duties. My thanks are also due to the mounted police at that station. The fort itself is situated in a fertile valley, one and a half miles in width, by three miles in length, with a fresh-water lake four and a half miles long and one mile and three-quarters broad, well stocked with white fish.

The banks surrounding it are four hundred and fifty feet in height. Col. McDonald informed me that the Indian bands upon the "File Hill" and "Crooked Lake" reservations were making great complaints that their reserves had not been laid out; he requested me to lose no time in proceeding to define the limits of these reservations. In consequence of his urgent request, I divided my party, sending one in charge of my assistant, Mr. Johnson, to "Crooked Lake," while I proceeded myself to the "File Hills." Mr. Johnson has not as yet made any report to me, but in a short conversation I had with him I learned that he left the Indians on this reservation well satisfied; he also informed me that the soil is good and timber plentiful.

I proceeded to the "File Hills" reserve, a distance of eighteen miles in a north-easterly direction from Qu'Appelle, and found the country all that could be desired for settlement, having small clumps of timber and ponds of water scattered here and there over the plain.

I commenced the survey of these four reservations at a point selected by the chiefs, and ran the lines in accordance with the treaty, allowing a square mile to every family of five persons.

The principles upon which I laid out these reserves was that each band should, in proportion to their numbers, be possessed of an equal quantity of wooded land and fertile soil. On the western portion they are well supplied with hay lands and plenty of water.

In the centre of the reservation the hills are covered with good building timber, and the eastern slope is well adapted for farming purposes.

These reserves I have numbered from the north, No. 1, No. 2, No. 3, and No. 4. The dividing line between Nos. 2 and 3 is a road allowance, this land having been laid out during last summer, under the authority of the Government, by Mr. Ogilvie, D.L.S.

Owing to the large number of ponds on the north line of Reserve No. 1 and the south line of Reserve No. 4 I did not run these lines. This work can be more economically performed in winter, upon the frozen surface.

The posts on the line designating the eastern limits of these reserves were planted by me, so as not to interfere with future township surveys. In this I was guided by Mr. Ogilvie's line as to my bearing and distances. The Indians on these reservations have, up to the present time, been living principally upon water-fowl, which are very abundant. I observed that several small houses had been built by the Indians upon these reserves, and there was some little evidence of the cultivation of root crops.

Upon leaving these reserves I was assured by the chiefs of the bands that they were well satisfied with the divisions I had made.

I then returned to Qu'Appelle, where I received your letter desiring me to continue my work up to as late a date as possible. I was aware, from the list of reservations given me by Colonel McDonald, that I could continue the work all winter. I therefore sent my party to "Crooked Lake," to join Mr. Johnson, and in accordance with your desire, I proceeded to Winnipeg. On my journey to Winnipeg, through the Qu'Appelle valley, three miles from the fort, at the Roman Catholic Mission, I observed that the crops were luxuriant, and that the soil was fertile; the wheat crop was particularly good.

Following the valley for 30 miles, I came across very frequent settlements of half-breeds, with comfortable looking farms,—the soil being rich and a small quantity of wood land. I then left the valley and proceeded south and east, and found the country all that could be desired for a farming section, for about eighty miles to Fort Ellice. About twelve miles after leaving Fort Ellice, I came upon a thriving little village called "Bird Tail," which place on my way up two years ago was uninhabited. From this point to Winnipeg, a distance of some 220 miles, settlement has made such progress that now one seldom loses sight of a house. Two years ago settlement was confined to a distance not beyond sixty miles from Winnipeg. In one day's journey I saw steam thrashing machines, and met over 300 camp wagons, conveying emigrants on their way westward.

I arrived in Winnipeg on the 1st of November, and was informed by you that instructions would be given to Colonel McDonald to receive all Government stores in my possession, and, in accordance with your request, I proceeded to Ottawa, in order to prepare this my report to you of my season's work, and to procure a settlement of my accounts for the service.

In concluding, I may state that, in conjunction with my report to the Department I had the honor to submit last year, I have reported, though of course to a limited extent, on the entire country lying between the 49th and 51st parallels of latitude, and the and parallels of longitude; and the "Rocky Mountains," viz., the "Bow River," "Fort Macleod," "Cypress Hills," and "Qu'Appelle" Districts. I may be allowed, before closing, in a few words to refer to some matters incidental to my duty, which you may think interesting, in reference to the Indians of the Territory.

As my special duty called me in close contact with the various tribes or bands of Indians, I applied myself, with particular success, during the extreme cold of the winter, to gaining a knowledge of the Blackfoot language, which is very generally used by those tribes adjacent to the eastern slope of the Rocky Mountains.

This acquaintance with the language—though limited—I found to be of very great advantage to me throughout my work, in defining the limits of Indian reservations, *as a precaution against imposition by an interpreter.* I am personally known by all the chiefs of the Blackfoot and Sarcee tribes, as also to many of the Sioux, Crees and Stony tribes.

I have found their feeling towards the fair-dealing whiteman to be of a most friendly character; I have lived in their camps for months, and have always been treated as a friend—nor have I ever, personally, experienced loss of any kind through them.

With those tribes whose tongue I do not understand, the acquisition of the universal and easily acquired language of "signs" enable me to communicate intelligently.

I have the honor to be, Sir,

Your obedient servant,

ALLAN POYNTZ PATRICK,

Dominion Topographical Surveyor.

BRITISH COLUMBIA.

INDIAN OFFICE, VICTORIA, 15th November, 1880.

The Honorable
The Superintendent-General of Indian Affairs,
Ottawa.

SIR,—I have the honor to submit the following report of Indian Affairs in this Province for the year ended June 30th, 1880:—

Pending the carrying out of arrangements consequent upon abolishing the two Superintendencies in British Columbia, and the proposed appointment of Indian agents, I have not, agreeably to your instruction, made any distant official visitations, hence I am unable to furnish you with much new or additional matter of interest for the past year in respect of the large native population of this portion of the Dominion.

It is, however, exceedingly gratifying to state, for the information of the Department, that the Indians appear contented, especially in those sections of the Province where the policy of the Dominion Government has been recognized, and where sufficient agricultural lands have been set aside for them, and that harmonious relations exist between the natives and their white fellow-citizens.

The dissatisfaction which prevailed among some of the tribes on the north-west coast on account of alleged fishery encroachments by some of the canning companies, has had no recurrence since the period of my visit last July.

The catch of fish and supply of furs have been abundant during the past season, hence the condition of the coast Indians has been unexceptionally favorable On the west coast of this island especially, the Indians have developed a most profitable source of wealth and prosperity in the produce of fur seals and sea otters. Greater expectations are entertained for the coming year when, I am of opinion, the impetus which has been given to this industry hitherto, will necessitate, among required regulations, some protection for the Indians engaged therein.

One or two resident agents on the west coast would cause the natives generally to be prolific producers, and, I have no doubt, yield an excellent return in the increased exports and revenue of the country.

In the neighborhood of Metlahkahtla, the Indians have tried their hand in salting and exporting fish on their own account, and are ambitious to establish a cannery on the co-operative principle. With a little wise direction, there cannot be a doubt that their efforts would be immensely successful, as they have proved themselves superior to either Chinese or Whites where employed in this business.

I indulge in the earnest hope that some scheme may be proposed for your concurrence which may extend to these Indians the same benefits that are secured to natives in older localities of the Dominion by the establishment of industrial farms. The profits in the former case would greatly exceed those accruing in the latter, and would soon afford uncontestable proof of the value of the Indians to the country as inhabitants.

On the Stickeen River, I have been informed of difficulties existing between the Indians on either side of the international boundary line in regard to the fisheries

claimed by those of both nationalities which will demand attention in the ensuing spring, in order to avoid more serious trouble.

The boundary line between Alaska and British Columbia has not yet, as you are doubtless aware, been definitely settled, hence it is possible that some joint and concurrent action will be necessary between both nations in order to remedy the evil complained of.

The coast Indians of this region (now United States Indians) claim the exclusive right of following the salmon about 150 miles up the Stickeen River, and within undoubted British frontier, forbidding the interior resident natives from catching fish there except by purchase. The Coast Indians being the most powerful have maintained this right in practice for a period long, prior and subsequent to the Treaty which gave Russia the strip of territory along the coast involving about 20 or 30 miles of the Stickeen. In those days the interior Indians were not permitted to approach within 150 miles of the coast, or beyond a point specially arranged where both parties met for exchange and barter.

The cession of Russian territory to the United States, and the consequent development in respect of mining, trading and christianizing the Indians have changed this custom, and their transit to the sea and trade with the whites are no longer objected to. The American Indians still, however, claim exclusive right to the first fishing in British waters, and our own Indians, thoroughly appreciating their rights as British natives, strongly object to such usurpation, and ask that the Department may protect them.

Sir M. B. Begbie who has had occasion in the pursuance of his judicial duties to go over the ground referred to, states that there are many places on our side of the boundary line suitable for native fishing purposes and submits "that our own Indians are justly entitled to be established in the full liberty of fishing in all Canadian waters."

There are other difficulties that have arisen which it would perhaps be needless here to refer to, but which will necessitate some joint and harmonious action between officers of both Governments to allay, until they are finally dispelled by the definite and mutual settlement of the international line.

Land Reserves.

Limited progress has been made in the allotment of lands during the past year, and none at all in the agricultural portion of the mainland where the immediate necessity of prosecuting the work with vigor cannot be over estimated.

The late Reserve Commissioner, for some reason which it is difficult to understand, left such important localities as Cache Creek, William's Lake, Lillooet, etc., and proceeded to the northern coast of Vancouver, where really there existed no disputes, no white settlers, and no immediate need of allotments. Owing to the mistake which appears to have been made in not visiting this region in a small steamer, instead of a sailing craft, subject to constant detention from adverse winds, and the consequent inability of the Commissioner to visit localities where reserves appear to have been set aside from the Admiralty Chart, it is questionable if many of the allotments contained in the minutes of decision will not require readjustment, and much of the ground to be gone over again. The terms of agreement between the two Governments which require that the Commissioner should make his enquiry "on the spot," before determining a reserve, would seem not to have had sufficient consideration, and, apart from the doubtful legality of allotments made in this way, I am informed that some of them are actually erroneous, and will require, in the interests of both whites and Indians, correction. Indeed, it would be extraordinary, under such circumstances, where localities have never been seen by the Commissioner, if mistakes were not more than exceptional.

The following is a list of reserves, stated in Minutes of Decision, to have been allotted on the mainland of the Province north of Jervis Inlet, and on the coast of Vancouver Island, between Cape Mudge and Cape Scott, during the fiscal year 1879-80.

COMOX.

Malaspina Group.

Klahoose; Homalthko; Sliammon.

Kwahkewlth Group.

Tsawattee, land in common; Kweahkah; We-way-a-ky; We way-a-kum; Kahk-ah-mah-tsis; Klah-wit-sees; Kwah-kewlth; Mah-teelth-pee; Mah-ma-lilla-culla; Noo-wee-tee; Nim-kish; Tah-nock-teuchs; Tsah-waw-ty-neuchs.

Fraser River.

Yale proper; Kate-zie.

I have had the honor of reporting to you the urgent complaints of the Indians at William's Lake in the interior, as to their non-possession of any lands whatever, and our inability to obtain cultivable plots in the vicinity of their residence, owing to the fact that all the Crown lands there had been pre-empted or purchased by white settlers. The opportunity afforded the Department of satisfying these Indians by purchasing some valuable locations without the delay of finally determining upon which Government the duty of acquiring sufficient lands for the natives devolved, was, I consider, fortunate. Acting upon the instruction which you were good enough to give me, I purchased by tender the lands offered for sale by the Probate Court on account of the estate of the late A. S. Bates. This estate consisted of:—

1. The sugar-cane ranch, little short of 1,000 acres of good open bottom land, and one of the finest hay farms in the province. Much of it has been fenced and ploughed, and it is situated immediately round the head of William's Lake.

2. The Meeson ranch, three or four hundred acres of similar land, both well watered.

3. The Deep Creek ranch, about 1,800 acres, lying along the wagon road, well-watered, and on which grain and roots have been grown.

4. The Carpenter ranch, also on the wagon road. It is considered a good hay ranch.

5. The Young Pre-emption, about two miles distant from the Meeson ranch, and consisting of about 350 acres, mostly summer run.

There has been felt hitherto the greatest difficulty concerning the unfortunate state of the William's Lake Indians, as to the scarcity in the neighborhood, and difficulty to find suitable or arable land at all, as the Government would not like to interfere with vested rights conferred by Crown grants and pre emptions.

I am assured by well-informed persons that this land has not only been purchased for a remarkably low sum, but it is extremely desirable for the Indians, who will no doubt derive great satisfaction from your kind but necessary consideration of their destitute circumstances.

These lands will be apportioned in early spring and become an invaluable aid to the Reserve Commissioner in effecting a happy settlement with the William's Lake Indians, when the arrangements of the Department permit of his official visitation to them.

RESERVE SURVEYS.

Surveys have been carried on by two parties, under Messrs. Mohum and Jemmett On account of disputes between the Indians and white settlers as to certain reserves, I despatched Mr. Mohum to survey the allotments made at O'Kanagan, and directed Capt. Jemmett to mark off the lands reserved in the equally important and more populous region of the Lower Fraser.

Reports of these gentlemen, who are still in the field, have not yet come to hand, but I have every reason to believe that satisfactory progress has been made, and that

the surveys anticipated in the beginning of the season will be finished ere the parties come in.

Indians who have reserves surveyed are very anxious to have them marked off, and divided into individual allotments. I think it is very desirable that this should be done, and it will constitute one of the first and most important duties of local agents to be appointed in the Province. A great stimulus will be given to the industrious Indian by giving him a tract of land, and defining boundaries within which he may recognise his own estate.

I know of no plan more calculated to discourage barbarous customs which tend to destroy individuality, or to induce the improvement and general cultivation of their reserves.

The first and distinguishing principles of civilization, no doubt, consist in the recognition and protection of individual property rights; and nothing would, I consider, be more effectual in putting a stop to the pernicious custom, incident to most of our tribes, of living in large and filthy rancheries.

The reserves now allotted and surveyed include those located at

Saanich	11 Reserves.
Beecher Bay.	
Cowichan	General Reserve.
Halalt	2 Reserves.
Chemainis.	
Sickameen.	
Sooke	2 "
Penelacut	4 "
Lyackson	3 "
Nanaimo	3 "
Nanose.	
Quawlicum.	
Comox	3 "
Nicola.	
Hamilton Creek.	
Nicola Valley	27 Reserves.
Skackan	3 "
Klo-klo-wuck.	
Douglas Lake.	
Chaperon Lake.	
Thompson River.	
Nicomen	13 Reserves.
North Thompson and Canoe Lake	5 "
Campbell's Creek	3 "
Kamloops.	
Deadman's Creek.	

A considerable addition to the above list will be made at the close of the present surveying season, by the work which will have been completed by the surveyors in the important districts of Okanagan and the Lower Fraser (Westminster.)

Schools.

During the past year the following schools have received Government aid, in accordance with the instructions conveyed by the Order in Council regulating the same:—

Victoria	M.
Metlakahtla	A.
Fort Simpson	M.
Kincolith	A.
Nass	M.
Massett, Queen Charlotte's Islands	A.
St. Marys	R. C.

The question of imparting common school education to Indians, is one not unattended with difficulties, and the various systems adopted often appear to end in failure. According to my own experience, I am of opinion that no Indian school can be successful which is not connected with some industrial system, and more or less isolated from the directly opposing tendencies of camp life.

Judging from the reports forwarded to this office, a very extensive roll or list of pupils is necessary to show a limited average attendance during the quarter. Many of the children appear, in this way, to have visited the school two or three times in the quarter, and can therefore receive little benefit, or indeed produce any effect, except that of helping out a defective and unsatisfactory average at the end of the required period.

Again, the missions as a rule are unable to erect proper school-houses, most of them being comfortless and unattractive; and on account of the various localities being unreserved, no grants from the Government have been made to aid in the erection of efficient buildings.

As soon as agents are appointed in the populous Indian localities, the establishment also by the Government, or with Government aid, of two or three industrial boarding schools will be far more economical, so far as permanent and beneficial effect is concerned, than a multitude of the customary day-schools.

The listless and nomadic ways which the young native has inherited, and naturally loves, will thus have a marked interruption, not likely to be resumed, whilst the early impressions of the child will most probably be lost in the greater and more lucrative attractions of his later associations.

Medical Relief and Medicines.

Owing to the fact that there are no medical men outside of white settlements, difficulty has been experienced in affording natives proper and much-desired relief at the outlying missions.

Many distressing cases come to Victoria, where the establishment of a small hospital would be a great and highly appreciated boon. Under the circumstances, I have selected a few plain and simple remedies, such as, for instance, would be furnished an emigrant ship, which I have forwarded to those missionaries who requested permission to dispense them.

The missions of Metlakahtla, Fort Simpson, Masset, Nanaimo, Nass, west coast of Vancouver Island, Kamloops, Okanagan, Fort Rupert, and William's Lake have thus been supplied, and the ordinary remedies dispensed satisfactorily.

Presents and Supplies.

Apart from ordinary presents to destitute Indians, garden seeds and implements to a limited amount have been furnished.

The Indians require local agents, who will instruct and assist them in utilizing their reserves, much more than presents, and the consequent expenditure would be much more appreciated by them.

In some portions of the interior I find that presents of implements, etc., have been actually sent to some of the tribes which they did not desire, and even refused to accept, stating that while in health they only required lands to be set aside for them and local agents to teach and protect them; that they could earn their own living, and purchase their own tools, if the Government would only allot reserves, and show them how to develop and foster their own resources.

It is a mistaken policy to endeavor to force presents upon an Indian who does not even ask for them, and nothing so tends to diminish and destroy his self-reliance. In the instances I have referred to, the land difficulties not having been settled, the Indians could not understand the object the Government had in view, and hence both suspected and "feared these gifts."

Census.

The census returns up to the end of the fiscal year show a total of 35,000 as the Indian population of British Columbia, made up from actual census and estimate, viz.:

Kwah-kewlth	2,500
T'smipsheean	5,000
Hydah	2,500
Bellacoola and Iletsuck	2,500
Aht	3,500
Cowichan	5,116
Comox	88
Shuswhap	4,364
Tahelies	1,000
Siccanee	500
Kootenay	400
Miscellaneous bands not visited	7,532
Total	35,000

The census of the Indians visited by the Reserve Commission is absolutely correct, and that given by me of other tribes, compiled from the most authentic sources of information, may be taken as approximately so.

Fish Oil, Furs, etc.

The statistics of the Customs shews a total amount of $273,501 exported under this head; the greater portion of these articles have been produced by Indians.

Until agents are appointed, you will perceive the difficulty of obtaining actual statistics of their wealth and industries, other than those stated above, which must therefore for the present only be conjectured.

Illicit Liquor Traffic.

Notwithstanding the stringent provisions of the Indian liquor law considerable drunkenness prevails among Indians convenient to white settlements.

Many contend that the traffic might be more effectually checked by doing away with the Act altogether; that the low class of whites, called bottle-sellers, would not then have any occupation; that Indians would not have the natural and human longing to obtain that which is forbidden, and the poisonous liquid now manufactured and sold to them clandestinely would not be required or sought for.

The present Act should in any event be tried, and its provisions properly enforced and carried out, before pronouncing it a failure.

I do not consider that the proper authorities have so far done this; and might add that the penalties inflicted appear to have been paid into the Provincial Treasury, ever since the law was made and have not been, in any case that I am aware of, disposed of as the Act directs.

I have the honor to be, Sir,

Your obedient servant,

J. W. POWELL,

Indian Superintendent.

RETURN A (1)

Of Officers and Employés of the Department of Indian Affairs, for the Year ending 30th June, 1880.

HEADQUARTERS.

Designation.	Name.	Annual Salary.	When appointed to Department of Indian Affairs.	By whom appointed.	Date of first appointment to the Civil Service.	Remarks.
		$ cts.				
Superintendent-General	The Right Hon. Sir J. A. Macdonald, K.C.B					Holds this office combined with that of Minister of the Interior.
Deputy Superintendent-General	L. Vankoughnet	2,250 00	13th Feb, 1861	Governor in Council	13th Feb., 1861	
Accountant	Robt. Sinclair	1,600 00	1st June, 1873	do	April, 1859	
Clerk in Charge of Land Sales	J. V. de Boucherville	1,350 00	1st July, 1868	do	May, 1864	
Corresponding Clerk	A. N. McNeill	1,350 00	1st July, 1874	do	1st July, 1874	
Clerk of Statistics	M. Benson	900 00	22nd April, 1876	do	22nd April, 1876	
Assistant Accountant	F. W. Smith	1,000 00	1st Sept., 1873	do	13th Oct., 1870	
Clerk of Records	T. F. S Kirkpatrick	1,000 00	6th Aug., 1873	do	6th Aug., 1873	
Assistant Corresponding Clerk	J. D. McLean	750 00	25th Oct., 1876	do	25th Oct., 1876	
Stenographer	W. B. Richardson	950 00	26th Dec., 1876	do	3rd June, 1873	
Assistant Clerk of Land Sales	Thos. Coffey, jun.	550 00	17th July, 1878	do	17th July, 1878	
Copying Clerk	H. G Maingy	600 00	1st July, 1879	do	1st July, 1879	
Assistant Clerk of Records	S. Stewart	600 00	1st July, 1879	do	1st July, 1879	
Copying Clerk	Joseph Delisle	*1 50		Supt.-General	7th July, 1879	*Per diem.
Clerk	J. O. Cuthbert	2 00	1st March, 1880	do	1st March, 1880	do
do	D. C. Scott	1 50	1st April, 1880	do	1st April, 1880	do

Correct.
F. W. SMITH.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

RETURN A (2)

Of Officers and Employés of the Department of Indian Affairs, for the Year ended 30th June, 1880.

OUTSIDE SERVICE.

BRITISH COLUMBIA.

Names.	Office.	Annual Salary.	Where Stationed.	Remarks.
		$ cts.		
I. W. Powell, M.D	Visiting Superintendent	3,000 00	Victoria, B.C	With travelling expenses.
James Lenihan	Superintendent	2,400 00	New Westminster.	do

MANITOBA AND KEEWATIN.

Jas. F. Graham	Acting Superintendent, Manitoba Superintendency.	1,200 00	Winnipeg.	With travelling expenses.
R. J. N. Pither	Agent	1,000 00	Fort Francis	do
H. Martineau	do	1,000 00	Oak Point	do
D. Young, M.D.	do	1,000 00	St. Peters.	
Geo. McPherson	do	1,000 00	Assabaskasing.	
F. Ogletree	do	600 00	Portage la Prairie.	
Geo Newcomb	do	200 00	Emerson.	
N. Chastellaine	Interpreter	250 00	Fort Francis	
L. Herchmer	Agent to Sioux on Assiniboine.	1,000 00	Bird Tail Creek.	
E. McColl	Inspector of Indian Agencies	1,400 00	Winnipeg.	
A. McKay	Agent	1,000 00	Grand Rapids.	
R. H. Matthews	do	730 00	Lac des Mille Lacs	
Edgar Dewdney	Indian Commissioner	3,200 00		
L. W. Orde	Indian Agent	1,400 00	Battleford	
A. McDonald	do	1,000 00	Qu'Appelle.	
Jas. G. Stewart	do	1,200 00	Edmonton	
W. Palmer Clark	do	1,000 00	Duck Lake	
T. Page Wadsworth	Inspector of Farming Instructors	1,200 00		
Elliott T. Galt	Secretary to Mr. Dewdney	1,000 00		

Dr. Hagerty, M.D.	Medical Superintendent	1,800 00	Winnipeg	Surgeons to Mounted Police.	
Dr. J. Kittson	do	700 00	Fort Walsh		
Dr. R. Miller, M.D.	Medical Officer	500 00	Shoal Lake		
Dr. Geo. Kennedy	do	500 00	Fort McLeod		
C. A. Lawford	Farming Instructor, Farm No 1	480 00	Bird Tail Creek		
Jas. Johnston	do do 2	730 00	Côté's Reserve		
J. Setter	do do 3	730 00	Crooked Lake		
Geo. Newlove	do do 4	730 00	Qu'Appelle		
A. Klein	do do 5	730 00	File Hills		
James Scott	do do 6	730 00	Touchwood Hills		
J. J. English	do do 7	730 00	Cypress Hills		
J. Tomkins	do do 8	730 00	Duck Lake		
W. A. Loucks	do do 9	730 00	Prince Albert		
Geo Chaffey	do do 10	730 00	Carlton		
C. D'Aunais	do do 11	730 00	Eagle Hills		
G. D. Gopsill	do do 12	600 00	Battle River		
A. Clink	do do 13	360 00	Jack Fish Creek		
P. J. Williams	do do 14	730 00	Fort Pitt		
J. Delaney	do do 15	730 00	Frog Lake		
E. Higgins	do do 16	730 00	Saddle Lake		
J. J. McHugh	do do 17	730 00	Lac la Noune		
S. B. Lucas	do do 18	730 00	Bear Hill		
A. McDougall	do do 19	730 00	Morleyville		
J. Norrish	do do 20	730 00	Blackfoot Crossing		
C. Kettles	do do 21	730 00	Piegan Reserve		
J. McDougall	do do 22	730 00	Blood Reserve		
Samuel Bruce	do do 23	730 00	Pincher Creek		
Thos. Wright	do do 24	730 00	Fish Creek		

NOVA SCOTIA.

John Harlow	Agent	100 00	Bear River	District	No. 1, for Counties of Annapolis, Digby, Yarmouth and Shelburne.
J. E. Beckwith	do	25 00	Canning	do	No. 2, for Kings County.
Rev. Thos. Butler	do	37 50	Caledonia	do	No. 3, for Queens County.
Rev. E. J. McCarthy	do	37 50	Chester	do	No. 4, for County Lunenburg.
Rev. Mr. O'Connor	do	33 33	Bedford	do	No. 5, for County Halifax.
James Gass	do	16 64	Shubenacadie	do	No. 6 "a," for County Hants.
D. H. Muir	do	16 64	Truro	do	No. 6 "b," for County Colchester.
Dr. A. F. Clark	do	33 33	Parrsboro'	do	No. 7, for County Cumberland.
Rev. R. McDonald	do	100 00	Pictou	do	No. 8, for County Pictou.
Rev. Wm. Chisholm	do	100 00	Antigonish	do	No. 9, for Counties Antigonish & Guysboro'
Rev. J. McDougall	do	100 00	Red Island	do	No. 10, for County Richmond, C.B.
Rev. D. McIsaac	do	50 00	River Inhabitants	do	No. 11, for County Inverness.
Rev. A. F. McGillivray	do	50 00	Grand Narrows	do	No. 12, for County Victoria.
Rev. M. McKenzie	do	100 00	Christmas Island	do	No. 13, for County Cape Breton.

RETURN A (2)—Of Officers and Employés of the Department of Indian Affairs, for the Year ended 30th June, 1880.—*Continued.*

OUTSIDE SERVICE.—*Continued.*

Names.	Office.	Annual Salary.	Where Stationed.	Remarks.
		$ cts.		
NEW BRUNSWICK.				
Chas. Sargeant	Visiting Superintendent	400 00	Chatham	North-Eastern Superintendency.
Wm. Fisher	do	300 00	Fredericton	South-Western Superintendency.
Moses Craig	Agent	100 00	Perth	Agent for Counties of Victoria and Madawaska.
Rev. J. J. O'Leary	Missionary	100 00	Tobique	
Rev. J. C. McDevitt	do	200 00	Fredericton	
Rev. John Carter	do	100 00	Renous Bridge	
Rev. W. Morrisey	do	100 00	Oak Point	
J. S. Benson, M.D	Medical Officer	125 00	Newcastle	
PRINCE EDWARD ISLAND.				
John O. Arsennault	Agent	300 00	Lennox Island	
ONTARIO.				
Wm. Plummer	Superintendent	1,700 00	Toronto	With $200 a year for travelliug expenses, and 3 per cent. commission on timber dues collected.
R. G. Dalton	Clerk	800 00	do	
J. T. Gilkison	Superintendent	1,610 00	Brantford	With $140 a year for trvelling expenses, and $200 a year for house and office rent.
H. Andrews	Clerk	900 00	do	

J. C. Phipps	Superintendent	1,200 00	Manitowaning, Manitoulin Island	With $100 a year for travelling expenses, and 3 per cent. commission on timber and land sale collections.
McGregor Ironsides	Clerk and Interpreter	720 00	do do	
E. Watson	Superintendent	1,100 00	do do	With $100 per annum for travelling expenses.
C. Skene	do	900 00	Parry Sound	With actual travelling expenses; $60 a year for office rent; 5 per cent. commission on collections up to $2,000, and 2½ per cent. on any collection in excess of that amount.
Wm. Van Abbott	Agent	500 00	Sault Ste. Marie	With $68.50 a year for office rent and fuel, and 3 per cent. commission on collections.
T. G. Pile	do		Mill Point	Receives in lieu of salary, 5 per cent. commission on land sale collections.
Thos. Gordon	do	400 00	Strathroy	With 3 per cent. on timber dues collected.
Amos Wright	do	600 00	Prince Arthur's Landing	
Matthew Hill	do	350 00	Shannonville	
A. B. Cowan	do	250 00	Gananoque	With $100 for travelling expenses.
John F. Day	do		Bruce Mines	For lands in Township of Thessalon; receiving in lieu of salary, 5 per cent. on collections up to $2,000, and 2½ per cent. on any collections in excess of that amount.
B. B. Miller	do		Wiarton	Receives in lieu of salary, 5 per cent. commission on collections up to $2,000, and 2½ per cent. on any collections in excess of that amount.
John Wallace	do	25 00	On the Island	Guardians of islands in the River St. Lawrence, between Prescott and Kingston.
A. Root	do	25 00		
J. L. Thompson	do	25 00		
Henry George	do		Eganville	Receives in lieu of salary, 10 per cent. on disbursements up to $200.
C. B. Savage	Indian Lands Agent	200 00	Gore Bay	
B. W. Ross	do	400 00	Cockburn Island	With commission on sales at 5 per cent. up to $2,000, and 2½ per cent. on sales above that amount
Jas. Beattie	Agent	200 00	Highgate	

QUEBEC.

A. LeBel, jun	Agent	150 00	Rivière du Loup	With 5 per cent. commission on land sale collections up to $2,000, and 2½ per cent. on any collections in excess of that amount.
John Davidson	do		Dundee	Receives in lieu of salary, 10 per cent. commission on collections, and 2½ per cent. on disbursements.
L. A. DeBlois	do		St. François du Lac	Receives in lieu of salary, 10 per cent. on collections, and 2½ per cent. on disbursements.

RETURN A (2)—Of Officers and Employés of the Department of Indian Affairs, for the year ended 30th June, 1880—*Continued.*

OUTSIDE SERVICE—*Continued.*

QUEBEC—*Concluded.*

Names.	Office.	Annual Salary.	Where Stationed.	Remarks
		$ cts.		
Chas. Logue	Agent	600 00	Maniwaki	
L. E. Otis	do	200 00	Lac St. Jean	
G. E. Cherrier	do	400 00	Caughnawaga	With $60 a year for office rent.
John McGirr	do provisionally	500 00	Oka	
Louis Boucher	do	400 00	Betsiamets	do $100 do
Rev. F. Boucher	Missionary	225 96	Lorette	
Rev. F. Marcoux	do	203 32	St. Regis	
Rev. L. Trahan	do	235 00	St. François du Lac	

R. SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

NOTE.—Return "B" follows which includes sixty-two subsidiary statements.

RETURN "B" INCLUDES SIXTY-TWO SUBSIDIARY STATEMENTS FOLLOWING.

ANALYZED BALANCE SHEET, showing the condition of the INDIAN FUND on the 30th June, 1880; the additions to and deductions therefrom, during the year 1879-80; and the balance at the credit of the various Tribes and Funds, on the 30th June, 1880.

Balances at credit of the several Tribes and Funds on 30th June, 1879.			REVENUE.						Total Revenue 1879-80.	Name of Tribe or Fund.	EXPENDITURE.				Total Expenditure	Balances at credit of the Several Tribes and Funds on the 30th June, 1880.		
			Available (with Balance at credit of Interest) for distribution during year 1879-80.				Placed to credit of Capital Account and not distributable.				By Certificates.		By Transfers.					
Total Balances.	At credit of Capital Account	At credit of Interest Account.	From Interest accrued during the year.	From Legislative Grants.	From Rents, Fines and Refunds.	From Transfers from other Accounts to credit of Interest.	From Transfers from other Accounts to credit of Capital.	From sale of Land, Stone, Timber, &c.			On Capital Account.	On Interest or Distribution Account.	From credit of Capital Account.	From credit of Interest Account.		At credit of Interest Account.	At credit of Capital Account.	Total Balances.
		(1)	(2)	(3)	(4)	(5)	(6)	(7)			(1)	(2)	(3)	(4)				
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	*Ontario.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
10,272 80	10,272 80		512 50		266 24		4 80	697 84	1,481 38	Batchewana Indians		572 39	70 27	20 66	663 32	185 69	10,905 17	11,090 86
53,559 89	53,015 32	544 57	2,759 16		40 00			660 74	3,459 90	Chippewas of Beausoleil		2,724 12	66 08	2 40	2,792 60	617 21	53,609 98	54,227 19
284,221 55	281,048 22	3,173 33	14,780 01		52 50	133 92		8,631 80	23,648 23	do Nawash	40 00	14,824 01	868 18	3 15	15,735 34	3,312 60	288,821 84	292,134 44
51,106 60	50,528 35	578 25	2,622 14					487 88	3,110 02	do Rama	261 50	2,604 93	48 79		2,915 22	595 46	50,705 94	51,301 40
168,518 50	167,655 57	862 93	8,811 19					4,043 87	12,855 06	do Sarnia	288 57	8,568 28	404 39		9,261 24	1,105 84	171,006 48	172,112 32
226,522 33	224,160 91	2,361 42	11,901 18		52 50	133 93		6,981 08	19,063 69	do Saugeen	40 00	11,688 99	698 11	3 15	12,430 25	2,756 89	230,403 88	233,160 77
24,130 02	23,862 22	267 80	1,237 75					345 16	1,582 91	do Snake Island	757 85	1,230 42	34 52		2,022 79	275 13	23,415 01	23,690 14
69,503 26	69,216 00	287 26	3,598 16		24 00	87 50		6,120 42	9,820 08	do Thames	200 00	3,644 13	5,903 99		9,748 12	352 70	69,232 43	69,585 22
57,191 23	56,778 63	412 60	2,899 07		400 00			2,355 61	5,654 68	do Walpole Island		3,049 20	235 56	24 00	3,308 76	638 47	58,898 68	59,537 15
1,075 26	1,062 33	12 93	53 65						53 65	Fort William Band		62 25			62 25	4 33	1,062 33	1,066 66
898 74	887 86	10 88	44 83		8 00	8 00			60 83	French River Indians		52 57			52 57	19 14	887 86	907 00
27,556 92	27,386 50	170 42	1,375 40		264 90			1,183 63	2,823 93	Garden River Indians		1,311 20	118 36	14 49	1,444 05	485 03	28,451 77	28,936 80
1,997 65	1,975 04	22 61	99 70						99 70	Henvy's Inlet Indians		97 52			97 52	24 79	1,975 04	1,999 83
10,785 79	10,573 55	212 24	538 20		154 48				692 68	Lake Nipissing Indians		663 18		6 48	669 66	235 26	10,573 55	10,808 81
180 72	146 39	34 33	9 03						9 03	Manitoulin Island Indians (unceded)						43 36	146 39	189 75
451 66	346 29	105 57	22 55		56 00				78 55	Meganattewan Indians				1 74	1 74	182 38	346 29	528 67
82,393 35	81,443 32	950 03	4,311 96		210 00	10 00		1,196 08	5,728 04	Mississaguas of Alnwick	2,600 00	4,412 94	263 61	13 20	7,289 75	1,055 85	79,775 79	80,831 64
118,526 40	117,728 27	798 13	6,479 08		15 86			809 55	7,304 49	do Credit		6,185 26	80 96		6,266 22	1,107 81	118,456 86	119,564 67
56,866 55	56,239 64	626 91	2,836 50			12 50			2,849 00	do Rice and Mud Lakes		2,813 15			2,813 15	662 76	56,239 64	56,902 40
11,630 31	11,532 87	97 44	580 13			335 00		198 00	1,113 13	do Scugog		868 58	186 30	32 60	1,087 48	111 39	11,544 57	11,655 96
108,142 44	107,116 51	1,025 93	5,799 26		1,141 14			4,622 57	11,562 97	Mohawks of Bay of Quinté	4 36	6,923 23	462 26	66 88	7,456 73	976 22	111,272 46	112,248 68
154,063 24	152,117 69	945 55	7,856 10		122 69	1,600 89	6,379 95		15,959 63	Moravians of Thames	2,531 70	8,211 56	2,288 89	587 50	13,619 65	1,665 48	154,737 74	156,403 22
2,691 04	2,658 99	32 05	134 24						134 24	Munsees of Thames		132 97			132 97	33 32	2,658 99	2,692 31
55,543 38	54,995 52	547 86	2,771 09		278 00			24,655 47	27,704 56	Ojibbewas and Ottawas of Manitoulin Island	2,258 48	2,865 45	2,655 36	16 68	7,795 97	714 82	74,737 15	75,451 97
51,612 81	48,000 00	3,612 81	2,574 75	8,967 16	169 99				11,711 90	Ojibbewas of Lake Huron		10,604 00			10,604 00	4,720 71	48,000 00	52,720 71
42,639 77	40,000 00	2,639 77	2,127 00	5,032 84					7,159 84	do Lake Superior		7,207 00			7,207 00	2,592 61	40,000 00	42,592 61
2,455 32	2,455 32		122 55				213 32	427 00	762 87	do Mississagua River		89 75	63 80	2 32	155 87	30 48	3,031 84	3,062 32
285 92	280 04	5 88	14 23		25 00				39 23	Oneidas of Thames		4 25			4 25	40 86	280 04	320 90
31,120 48	30,747 95	372 53	1,552 66		27 00			4,037 62	5,617 28	Parry Island Indians		1,679 03	403 77		2,082 80	273 16	34,381 80	34,654 96
3,879 18	3,832 09	47 09	193 45						193 45	Pottawattamies of Walpole Island		192 53			192 53	48 01	3,832 09	3,880 10
999 45	986 67	12 78	49 83		40 00				89 83	Serpent River Indians		87 85		2 40	90 25	12 36	986 67	999 03
778,004 14	768,750 79	9,253 35	45,067 07		320 47	2,286 00	10,000 00	4,147 58	61,821 12	Six Nations of Grand River	1,031 67	37,436 01	2,693 60	10,000 00	51,166 28	9,190 88	779,168 10	788,658
2,640 73	2,612 00	28 73	131 83		8 60				139 83	Shawanaga Indians		127 76			127 76	40 80	2,612 00	2,652
2,868 27	2,832 15	34 12	142 98		1 98				144 96	Spanish River Indians		141 61			141 61	37 47	2,832 15	2,869 62
6,341 85	6,256 51	85 34	316 58					2,276 67	2,593 25	Thessalon River Indians	500 00	323 15	227 66		1,050 81	78 77	7,805 52	7,884 29
960 13	900 00	60 13	56 89						56 89	Tootoomenai and Band		102 88			102 88	14 14	900 00	914 14
313 80	284 06	29 74	15 64		15 93			2 10	33 67	Whitefish River Indians		41 50			41 50	19 81	286 16	305 97
66,190 49	65,391 51	798 98	3,458 42					3,997 08	7,455 50	Wyandotts of Anderdon		3,418 69	399 71		3,818 40	838 71	68,988 88	69,827 59
										Quebec.								
855 58	855 58		45 77		392 58				438 35	Abenakis of St. Francis		285 30		13 97	299 27	105 53	889 13	994 66
316 00	316 00		15 80						15 80	do Becancour						15 80	316 00	331 80
1,258 97	1,243 02	15 95	62 82						62 82	Amalacites of Isle Verte and Viger						78 77	1,243 02	1,321 79
135 50	133 43	2 07	6 74						6 74	Golden Lake Indians						8 81	133 43	142 24
365 20	360 71	4 49	18 24					26 10	44 34	Hurons of Lorette			2 61		2 61	22 73	384 20	406 93
10,229 91	10,229 91		520 91		894 29		166 92	565 58	2,147 70	Iroquois of Caughnawaga		911 13	56 56	220 58	1,188 27	283 49	10,905 85	11,189 34
30,340 02	29,882 74	457 28	1,773 98		1,195 71				2,969 69	do St. Regis		2,935 01		71 15	3,006 16	420 81	29,882 74	30,303 55
1,652 87	1,634 05	18 82	82 49	1,000 00				29 90	1,112 39	Lake St. John Indians	991 45	222 13	3 00	535 79	1,455 37	343 39	966 50	1,309 89
1,094 97	1,026 18	68 79	58 09		109 50			107 21	274 80	Lake of Two Mountains Indians			10 72	6 57	17 29	229 81	1,122 67	1,352 48
2,709 90	2,345 96	363 94	135 18		213 48				348 66	Nipissinguas, &c., of Upper Ottawa				12 81	12 81	699 79	2,345 96	3,045 75
29,462 56	29,134 74	327 82	1,501 74		582 21			796 88	2,880 83	River Desert Indians	409 00	1,794 11	79 68	20 40	2,291 19	597 26	29,451 94	30,049 20
										British Columbia.								
4,547 80	4,547 80		226 98		302 00				528 98	Indians of British Columbia			10 56		10 56		5,066 22	5,066 22
										Manitoba and North-West Territories.								
233 79	233 79		11 65		137 25				148 90	Indians of Manitoba and North-West Territories	40 00				40 00		342 69	342 69
										Nova Scotia.								
1,128 05	1,128 05		56 26		35 00			875 00	966 26	Indians of Nova Scotia	617 50		48 00		665 50		1,428 81	1,428 81
										New Brunswick.								
1,402 87	1,402 87		70 00					350 20	420 20	Indians of New Brunswick	340 00		25 02		365 02		1,458 05	1,458 05
2,047 60	2,028 77	18 83	102 28					598 35	700 63	Tobique Indians		127 33	59 84		187 17	6 22	2,561 06	2,561 06
										Prince Edward Island.								
25 00	25 00		1 24						1 24	Indians of Prince Edward Island							26 24	26 24
										Funds Belonging to Ontario.								
981 29	725 06	256 23	48 99						48 99	Clench, J. B						305 22	725 06	1,030 28
2,530 38	2,500 00	30 38	126 26						126 26	Maiville, Nancy		125 27			125 27	31 37	2,500 00	2,531 37
1,518 23	1,500 00	18 23	75 77						75 77	Manace, James		75 17			75 17	18 83	1,500 00	1,518 83
2,024 29	2,000 00	24 29	101 99						101 99	Wabbuck, William		100 94			100 94	25 34	2,000 00	2,025 34
										Funds Belonging to Quebec.								
51,972 89	49,965 72	2,007 17	2,680 49	4,200 00		541 44			7,421 93	Province of Quebec Indian Fund		7,840 52			7,840 52	1,568 58	49,965 72	51,554 30
										Funds Common to Ontario and Quebec.								
111,636 00	108,308 57	3,327 43	6,693 73	1,600 00	561 51	8,936 26			17,841 50	Indian Land Management Fund	1,838 75	24,223 18		2,262 54	28,324 47	5,316 79	101,153 03	101,153 03
4,668 18	4,579 83	88 35	231 63			1,598 45		524 50	2,354 58	Suspense Account	524 50	1,533 90	52 45		2,110 85	384 53	4,527 38	4,911 91
145,553 15	142,912 83	2,640 32	7,478 61	6,200 00	50 00	382 59			14,111 20	Indian School Fund		14,469 21			14,469 21	2,282 31	142,912 83	145,195 14
2,976,831 17	2,936,098 49	40,732 68	159,984 40	27,000 00	8,168 21	16,116 48	16,764 99	81,801 47	309,835 55		14,969 33	199,605 54	18,527 61	13,941 46	247,043 94	48,166 17	2,996,779 62	3,039,622 78
										Less—Debit Balances, viz:—					5,316 79			
										Indian Land Management Fund					6 22			
										Tobique Indians, N.B.						5,323 01		
																42,843 16		

L VANKOUGHNET,
Deputy Supt.-General of Indian Affairs

ROBT. SINCLAIR,
Accountant, Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

DR. BATCHEWANA INDIANS, in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
	$ cts.	$ cts.
To the following payments:—		
Chief Nubenougooching, salary		50 00
Sundry Payments.		
Cost of medicines		34 48
Cost of fishery license for Goulais Bay Indians		13 50
Capital account for transfer of amount borrowed to meet expenditure to 30th June, 1879		4 80
Percentage on collections carried to the credit of Management Fund	70 27	15 86
Distribution of interest moneys		474 41
Balance 30th June, 1880	10,905 17	185 69
	10,975 44	778 74

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	10,272 80	
Land and timber sales	697 84	
Rents collected		266 24
Interest account for transfer of amount borrowed to meet expenditure to 30th June, 1879	4 80	
Interest on invested capital		512 50
	10,975 44	778 74
By Balance, 30th June, 1880	10,905 17	185 69

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. CHIPPEWAS OF BEAUSOLIEL in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
	$ cts.	$ cts.
To the following payments :—		
Salaries.		
Noah Assance, Chief		50 00
John Assance do		50 00
Allan Salt, Secretary and Interpreter		50 00
P. H. Spohn, Physician		150 00
Allan Salt, Teacher		100 00
Pension.		
James Assance		25 00
Sundry payments.		
Percentage on collections carried to the credit of Management Fund	66 08	2 40
Distribution of interest moneys		2,299 12
Balance, 30th June, 1880	53,609 98	617 21
	53,676 06	3,343 73

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	53,015 32	544 57
Land and timber sales	660 74	
Rents collected		40 00
Interest on Invested capital		2,759 16
	53,676 06	3,343 73
By Balance, 30th June, 1880	53,609 98	617 21

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

ROBERT SINCLAIR,
Accountant, Indian Affairs.

RETURN B.—*Continued.*

DR. CHIPPEWAS OF NAWASH in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.
Salaries.		
Wm. McGregor, Chief		100 00
F. Lamoranière do		150 00
Wm. Angus do		50 00
Jos. Wahbooze, Messenger		20 00
D. Johnston do		20 00
Jas. Toman, Councillor		20 00
D. Elliott do		20 00
Jos. Wahbezee do		20 00
Mrs. T. Magenah & Son, Sextons		25 00
John Akiwenzie, Sexton		12 49
Bella Simpson, Teacher		200 00
Peter Elliott do		200 00
D. Craddock do		200 00
Pensions.		
P. J. Kegedonce		50 00
Mary Jones		20 00
Mrs. John Simeth		20 00
Mary McGregor		20 00
Mrs. Luke Snake		20 00
Mrs. J. Nawash		20 00
T. Koseyah		20 00
John Wahbadick, for three orphans		50 00
Sundry Disbursements.		
A. & S. Nordheimer, for musical instruments for band		244 80
Dr. Wigle, for medical services		150 65
Carried forward		1,652 94

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	281,048 22	3,173 33
Land and timber sales	8,641 80	
Management Fund, for transfer of amount of Forest Bailiff Trout's services, charged erroneously		133 92
Rents collected		52 50
Interest on invested capital		14,780 01
Carried forward		18,139 76

RETURN B—*Continued.*

DR. CHIPPEWAS OF NAWASH in Account Current with the Department of Indian Affairs—*Concluded.* CR.

	Capital.	Interest.		Capital.	Interest.
To the following paymen'ts:—	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward		1,652 94	Brought forward	289,690 02	18,139 76
Sundry Disbursements—Concluded.					
Cost of Fishery License for fishing grounds around Barrie Island		25 00			
Percentage on collections, carried to the credit of Management Fund.	868 18	3 15			
Distribution of interest moneys		13,146 07			
Balance, 30th June, 1880	288,821 84	3,312 60			
	289,690 02	18,139 76		289,690 02	18,139 76
			By Balance, 30th June, 1880	288,821 84	3,312 60

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. CHIPPEWAS OF RAMA in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	50,528 35	578 25
			Land and timber sales	487 88	
			Interest on invested capital		2,622 14
Salaries.					
J. B. Naningishkung, Chief		75 00			
H. G. Corbett, Physician		100 00			
Maggie Armstrong, Teacher		50 00			
Sunary payments.					
F. W. Armstrong, P.L.S., for survey	261 50				
Percentage on collections carried to the credit of Management Fund	48 79				
Distribution of interest moneys		2,379 93			
Balance, 30th June, 1880	50,705 94	595 46			
	51,016 23	3,200 39		51,016 23	3,200 39
			By Balance, 30th June, 1880	50,705 94	595 46

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. CHIPPEWAS OF SARNIA in Account Current with the Department of Indian Affairs. DR.

—	Capital.	Interest.
	$ cts.	$ cts.
To the following payments :—		
Salaries.		
Wm. Wawanosh, Interpreter		100 00
John Sumner, Chief		100 00
Wilson Jacob do		30 00
Elijah George do		30 00
Jos. Wawanosh do		30 00
Silas Waubining, Chief		30 00
Wm. Wawanosh, Secretary		100 00
Jas. Wawanosh, Messenger		30 00
Robert George, Chapel Steward		50 00
Amelia Weaver, Teacher		250 00
Wm. Cascaden do		250 00
Pensions.		
Mrs. J. Wawanosh		125 00
Mrs. D. B. Wawanosh		100 00
Sundry Disbursements.		
Medicines and medical attendance		246 68
Provisions for sick, &c		1,028 96
School books, &c		42 62
Wm. Wawanosh, annuity as compensation for improvements on lands sold for the benefit of band		150 00
Cost of survey of roads		48 00
Cost of protecting timber and stone		67 65
Expenses of Delegates		90 00

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	167,655 57	862 93
Land sales	4,043 87	
Interest on invested capital		8,811 19

Repairs to church		25 00			
Cost of ditching	288 07				
Percentage on collections carried to the credit of Management Fund	404 39				
Refund of over-payment on Lot 34, West Albert street, Sarnia		0 50			
Distribution of Interest moneys		5,644 37			
Balance, 30th June, 1880	171,006 48	1,105 84			
	171,699 44	9,674 12		171,699 44	9,674 12
			By Balance, 30th June, 1880	171,006 48	1,105 84

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880,

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. CHIPPEWAS OF SAUGEEN in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
To the following payments :—	$ cts.	$ cts.
Salaries.		
H. H. Madwayosh, Chief.		100 00
John Kadahgegwon do		100 00
M. B. Madwayosh, Secretary and Interpreter		200 00
F. Wahbezee, Councillor		12 00
John George do		12 00
David Root do		12 00
D. Azhewahsegai do		12 00
W. S. Scott, Physician		180 00
David Root, Messenger		12 00
Peter John do		12 00
Wm. Simon, Sexton		50 00
John Stephens do		30 00
Isabella McIver, Teacher		133 33
Pensions.		
Jane Wegwoss		25 00
David Root, for Mrs. Jones' children.		50 00
Sundry Disbursements.		
Margaret McAnntly, refund of half of amount paid on account of Lots 16 and 17, Wiarton.	40 00	
Percentage on collections, carried to the credit of Management Fund	698 11	3 15
Distribution of interest moneys		10,748 66
Balance, 30th June, 1880.	230,403 88	2,755 89
	231,141 99	14,448 03

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	224,160 91	2,361 42
Land sales	6,981 08	
Management Fund, for transfer of Forest Bailiff Trout's allowance for services, erroneously charged		133 93
Rents collected		52 50
Interest on invested capital		11,900 18
	231,141 99	14,448 03
By Balance, 30th June, 1880	230,403 88	2,755 89

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. CHIPPEWAS OF SNAKE ISLAND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Interest.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.					
For Thos. Bigcanoe, Chief	.....	80 00	By Balance, 30th June, 1879	23,862 22	267 80
Chas. Grylls, Teacher	.....	50 00	Land sales	345 16	
			Interest on invested capital	.....	1,237 75
Sundry Payments.					
For Jas. Esquabe, annuity moneys for Fall of 1879	.....	4 00			
Cost of building and furnishing church at Georgian Bay	757 85				
Percentage on collections carried to the credit of Management Fund	34 52				
Distribution of interest moneys	.....	1,096 42			
Balance, 30th June, 1880	23,415 01	275 13			
	24,207 38	1,505 55		24,207 38	1,505 55
			By Balance, 30th June, 1880	23,415 01	275 13

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA. 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. CHIPPEWAS OF THE THAMES in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
	$ cts.	$ cts.
To the following payments:—		
Salaries.		
Jos. Fisher, Teacher		200 00
Lucius Henry do		100 00
Jacob Henry do		200 00
Alfred Jones do		91 67
D. Sinclair, Physician		200 00
John Henry, Interpreter		100 00
Jos. Fisher, Councillor		12 00
John Henry do		12 00
Jos. French do		12 00
Elijah Muskokomon, Councillor		6 00
Jos. Fox do		12 00
Nelson Beaver do		12 00
Adam Halfday, Messenger		30 00
Eph. Turner do		30 00
Noah Fox do		22 50
Pensions.		
John Tomigo		20 60
Geo. King		20 00
Sundry Disbursements.		
Medical services		30 00
Funeral furnishings		77 00
Supplies		142 32
Allowance to School Trustees		24 00
Cost of arrest and conviction of liquor sellers		34 15
Surveys		7 50
Wood for school		11 50

—	Capital.	Interest.
	$ cts.	$ cts
By Balance, 30th June, 1879	69,216 00	287 26
Land and Timber sales	240 47	
Fines, &c		24 00
Interest on invested capital		3,598 16

Tuition of Nelson Beaver's children	.....	8 00			
Cost of building schoolhouse	200 00				
Percentage on collections carried to the credit of Management Fund	24 04				
Distribution of interest moneys	.....	2,141 99			
Balance, 30th June, 1880	69,232 43	352 79			
	69,456 47	3,909 42		69,456 47	3,909 42
			By Balance, 30th June, 1880	69,232 43	352 79

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBT. SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. CHIPPEWAS OF WALPOLE ISLAND in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
	$ cts.	$ cts.
To the following payments :—		
Salaries.		
Jas. Cameron, Teacher		75 00
J. G. Bird, Chief		30 00
Jas. Saugee, do		20 00
Jas. Kowsod, do		20 00
H. P. Johnston, do		20 00
Chas. Koyoshk, do		50 00
P. Koyoshk, Messenger		12 00
Jas. Penahshenso, Messenger		12 00
Sundry payments.		
Provisions and supplies		128 63
Medical attendance		62 38
Funeral furnishings		37 70
Cost of entertaining visitors		28 05
Costs *in re* Neoden investigation		7 00
Wood for school		6 25
Cost of removing Squatters from shooting-gr'nds		52 40
Fare of Joshua G. Bird to Garden River to attend Grand Council		15 00
Percentage on collections carried to the credit of Management Fund	235 56	24 00
Distribution of interest moneys		2,472 79
Balance on 30th June, 1880	58,898 68	638 47
	59,134 24	3,711 67

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	56,778 63	412 60
Land sales	2,355 61	
Rents collected		400 00
Interest on invested capital		2,899 07
	59,134 24	3,711 67
By Balance, 30th June, 1880	58,898 68	638 47

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B.—*Continued.*

DR. FORT WILLIAM BAND in Account current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—					
John Pierre, constable, salary		9 00	By Balance, 30th June, 1879	1,062 33	12 93
Distribution of Interest moneys		53 25	Interest on Invested capital		53 65
Balance, 30th June, 1880	1,062 33	4 33			
	1,062 33	66 58		1,062 33	66 58
			By Balance, 30th une, 1880	1,062 33	4 33

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. FRENCH RIVER INDIANS in Account current with the Department of Indian Affairs. CR.

—	Capital.		—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	887 86	10 88
Distribution of Interest moneys		52 57	Rents collected		16 00
Balance, 30th June, 1880	887 86	19 14	Interest on Invested capital		44 83
	887 86	71 71		887 86	71 71
			By Balance, 30th June, 1880	887 86	19 14

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. GARDEN RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
To the following payments :—	$ cts.	$ cts.
Salaries.		
Chief Augustin		87 50
Chief Peynetchenene		60 00
Sundry Disbursements.		
Supplies		42 00
Medicines		34 48
Expenses of deputation to Ottawa		35 00
Insurance on store and warehouse		10 00
Percentage on collections, carried to the credit of Management Fund	118 36	14 49
Distribution of interest moneys		1,042 22
Balance on 30th June, 1880	28,451 77	485 03
	28,570 13	1,810 72

—	Capital,	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	27,386 50	170 42
Land sales	1,183 63	
Rents and fines collected		264 90
Interest on invested capital		1,375 40
	28,570 13	1,810 72
By Balance, 30th June, 1880	28,451 77	485 03

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. HENVEY'S INLET INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts
To Distribution of interest moneys.	.....	97 52	By Balance, 30th June, 1879	1,975 04	22 61
Balance, 30th June, 1880.....	1,975 04	24 79	Interest on invested capital.	.....	99 70
	1,975 04	122 31		1,975 04	122 31
			By Balance, 30th June, 1880.....	1,975 04	24 79

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. LAKE NIPISSING INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1879	10,573 55	212 24
Percentage on collections carried to the credit of Management Fund		6 48	Rents collected		154 48
Distribution of interest moneys		663 18	Interest on invested capital		538 20
Balance on 30th June, 1880	10,573 55	235 26			
	10,573 55	904 92		10,573 55	904 92
			By Balance, 30th June, 1880	10,573 55	235 26

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. MANITOULIN ISLAND INDIANS (unceded) in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1880	146 39	43 36	By Balance, 30th June, 1879	146 39	34 33
			Interest on invested capital		9 03
	146 39	43 36		146 39	43 36
			By Balance, 30th June, 1880	146 39	43 36

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. MEGENATTEWAN INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1879	346 29	105 57
Percentage on collections carried to the credit of Management Fund		1 74	Rents collected		56 00
Balance on 30th June, 1880	346 29	182 38	Interest on invested capital		22 55
	346 29	184 12		346 29	184 12
			By Balance, 30th June, 1880	346 29	182 38

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. MISSISSAGUAS OF ALNWICK, in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
To the following payments :—		
Salaries.	$ cts.	$ cts.
M. Chubb, Chief		100 00
Frs. Beaver, Councillor		24 00
Wm. Blaker do		18 00
H. Beaver do		24 00
Jas. Marsden do		18 00
Jas. Maracle do		6 00
Jas. Beaver, Secretary		40 00
Peter Crow do		48 00
Mary Ann Crow, Organist		20 00
Wm. Noden, Physician		150 00
George Harper, for collecting rents		40 00
Sundry Disbursements.		
Supplies		49 00
Expenses of Chief M. Chubb to Toronto		8 00
Stove for Council House		15 25
Insurance of church and organ		12 50
J. C. White, in full for his claim for the suspension of his Timber License	2,600 00	
Percentage on collections carried to the credit of Management Fund	103 61	13 20
Distribution of interest moneys		3,840 19
Balance, 30th June, 1880	79,775 79	1,055 85
	82,479 40	5,481 99

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	81,443 32	950 03
Land sales	1,036 08	
Rents collected		220 00
Interest on invested capital		4,311 96
	82,479 40	5,481 99
By Balance, 30th June, 1880	79,775 79	1,055 85

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B.—*Continued.*

DR. MISSISSAGUAS OF THE CREDIT in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
To the following payments :—	$ cts.	$ cts.
Salaries.		
D. Sawyer, Chief		200 00
Chas. Herchimer		100 00
P. E Jones, Physician		250 00
James Tobicco, Sexton		25 00
Jas. McLean, Forest Warden		100 00
Jas. A. Wood, Messenger		25 00
Alex Scott, Teacher		325 00
Pensions.		
Jas. Keschego		25 00
Widow Wabaneeb		25 00
Widow Checkhock		25 00
Widow Herchimer		25 00
Widow Young		25 00
Widow Wilson		25 00
Widow Second		25 00
Betsy Tobicco		12 50
Sundry Disbursements.		
Provisions and supplies		372 34
Postage and telegrams		3 40
Support of orphans		25 00
Funeral furnishings		96 00
Stationery and printing		13 93
Lumber supplied		164 25
Services of Forest Bailiff		10 00
Carried forward		1,897 42

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	117,728 27	798 13
Land sales	809 55	
Refund of over-payment of insurance on Mission Building		0 50
Refund of A. Jackson's pension for March, 1879, quarter		6 25
Refund on account of Fall, 1879, interest moneys		4 11
Refund on account of amount sent for the support of orphans		5 00
Interest on invested capital		6,479 08
Carried forward	118,537 82	7,293 07

RETURN B—*Continued.*

DR. MISSISSAQUAS OF THE CREDIT in Account Current with the Department of Indian Affairs—*Concluded.* CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward		1,897 42	Brought forward	118,537 82	7,293 07
To the following payments :—					
Sundry Disbursements—Concluded.		2 50			
		55 00			
Cost of repairing road scraper		16 46			
Cost of building		25 00			
Cost of paints and painting		10 00			
Services of Band Instructor		17 00			
Cost of teaming					
Insurance on Mission Buildings	80 96				
Percentage on collections carried to the credit of Management Fund		4,161 88			
	118,456 86	1,107 81			
Distribution of interest moneys					
Balance, 30th June, 1880	118,537 82	7,293 07		118,537 82	7,293 07
			By Balance, 30th June, 1880	118,456 86	1,107 81

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B.—*Continued.*

DR. MISSISSAGUAS OF RICE AND MUD LAKES in Account Current with the Department of Indian Affairs CR.

——	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.
Salaries.		
To Jos. Whetung, Chief		25 00
M. G. Pandash do		25 00
John Rice, Secretary		20 00
John Taylor, Messenger		20 00
Jos. Loucks, Sexton		30 00
Robt. Pandash, Councillor		4 00
Robt. Soper do		4 00
J. Howard do		4 00
Pensions.		
To Polly Nogum		10 00
Wm. Elm		10 00
Mrs. Nogee		13 00
Sundry Payments.		
To Elizabeth David, interest money for Fall of 1879		4 92
Distribution of interest moneys		2,643 23
Balance, 30th June, 1880	56,239 64	662 76
	56,239 64	3,475 91

——	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	56,239 64	626 91
Mississaguas of Scugog, for transfer of Chief Johnston's salary for March, 1879, quarter charged in error		12 50
Interest on invested capital		2,836 50
	56,239 64	3,475 91
Balance, 30th June, 1880	56,239 64	662 76

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. MISSISSAGUAS OF SCUGOG in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
	$ cts.	$ cts.
To the following payments:—		
Salaries.		
John Johnson, Chief		62 50
Sundry Payments.		
Percentage on collections placed to the credit of Management Fund	1 30	20 10
Distribution of interest moneys		818 58
Balance, 30th June, 1880	11,544 57	111 39
	11,545 87	1,012 57

	Capital.	Interest.
	$ cts.	$ cts
By Balance, 30th June, 1879	11,532 87	97 44
Land sales	13 00	
Rents collected		335 00
Interest on invested capital		580 13
	11,545 87	1,012 57
By Balance, 30th June, 1880	11,544 57	111 39

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. MOHAWKS OF THE BAY OF QUINTE in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.
Salaries.		
Sampson Green, Chief		40 00
A. Culbertson do		24 00
S. Loft do		18 00
C. Maracle do		18 00
Wm. Powles do		24 00
Joshua Brant do		18 00
Thos. Green do		24 00
Wm. Green do		6 00
Joel Johnston do		6 00
A. P. Brant do		6 00
Rev. E. H. M. Baker, Missionary		400 00
J. B. Brant, Sexton		40 00
Nelson Maracle do		20 00
J. Newton, Physician		100 00
Dr. McLaren do		100 00
Miss E. A. Stoneburgh, Teacher		236 10
H. E. Blanchard do		150 00
Eliza Downs do		150 00
Thos. Garrett do		62 50
Pensions.		
Mrs. Powles Claus		24 00
Mrs. Denis Sero		24 00
Abram Maracle		24 00
Peggy Spool		24 00
Sundry Disbursements.		
Fire loss		220 00
Carried forward		1,758 60

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	107,116 51	1,025 93
Land sales	4,622 57	
Rents collected		1,114 75
Refund on account of loan to C. Maracle		26 39
Interest on invested capital		5,799 26
Carried forward	111,739 08	7,966 33

RETURN B—*Continued.*

DR. MOHAWKS OF THE BAY OF QUINTE in Account Current with the Department of Indian Affairs—*Concluded.* CR.

—	Capital.	Interest.
	$ cts.	$ cts.
Brought forward		1,758 60
To the following payments :—		
Sundry Disbursements—Concluded.		
Cost in connection with the celebration of Her Majesty's birthday		4 60
Cost of lumber		13 80
Supplies		56 26
Expenses in connection with leasing of farms		164 50
Freight and Customs duties on books		21 17
Cost of wood for school		19 25
Gratuity to Mrs. B. B. Brant		11 00
Insurance on school-house		4 50
Cost of inspecting lands		19 60
Repayment of amount overpaid on north half of Lot 39, Tyendenaga	4 36	
Petty expenses		11 22
Percentage on collections carried to the credit of Management Fund	462 26	66 88
Distribution of interest moneys		4,838 73
Balance, 30th June, 1880	111,272 46	976 22
	111,739 08	7,966 33

—	Capital.	Interest.
	$ cts.	$ cts.
Brought forward	111,739 08	7,966 33
	111,739 08	7,966 33
By Balance, 30th June, 1880	111,272 46	976 22

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.
ROBERT SINCLAIR.
Accountant.

RETURN B.—*Continued.*

DR. MORAVIANS OF THE THAMES in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.
To the following payments :—	$ cts.	$ cts.
Salaries.		
D. Edwards, Teacher		350 00
C. M. Stonefish, Chief		60 00
F. E. Wampum, Councillor and Secretary		45 00
A. Tobico, Councillor		20 00
Joshua Jacobs, Councillor		20 00
Dr. Sinclair, Physician		37 50
Dr. Kenwendershon, Physician		160 00
Sundry Disbursements.		
Cost of musical instruments for band		307 00
First refund to capital on account of amount of costs in connection with small-pox sickness		500 00
Amount paid for provisions, &c., during small-pox sickness	2,748 57	
Cost of flour supplied in 1876-7	1,250 00	
Cost of repairs to drains and bridges	234 02	
Percentage on collections carried to the credit of Management Fund	588 00	
Distribution of interest moneys		6,218 84
Balance, 30th June, 1880	154,737 74	1,665 48
	159,558 33	9,383 82

——	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	153,117 69	945 55
Land sales	5,879 95	
Transfer to the credit of interest of costs in connection with small-pox sickness, the Indians requesting that all such expenses be charged to capital and repaid to that fund by half yearly deductions from their semi-annual distribution moneys		520 17
First refund from half yearly distribution moneys on account of expenses in connection with small-pox sickness	500 00	
First refund on account of amount paid for flour supplied the Indians in 1876-7, and charged to capital	60 69	
Fines collected		62 00
Interest on invested capital		7,856 10
	159,558 33	9,383 82
By Balance, 30th June, 1880	154,737 54	1,665 48

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. MUNSEES OF THE THAMES in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Distribution of Interest moneys		132 97	By Balance, 30th June, 1879	2,658 99	32 05
Balance, 30th June, 1880	2,658 99	33 32	Interest on Invested capital		134 24
	2,658 99	166 29		2,658 99	166 29
			By Balance, 30th June, 1880	2,658 99	33 32

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.
ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. OJIBBEWAS AND OTTAWAS OF MANITOULIN ISLAND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Cost of medicines		90 55	By Balance, 30th June, 1879	54,995 52	547 86
Relief to destitute Indians		23 51	Land and timber sales	24,443 47	
Cost of work on storehouse, and cost of materials		39 65	Rents collected		278 00
Expenses of deputation		35 00	Interest on invested capital		2,771 09
Cost of prosecution of liquor sellers		30 00			
do inspecting unsurveyed portion of Township of Allan		17 50			
do surveys	1,189 65				
do making roads	863 83				
do repairing and enlarging dock	200 00				
Repayment on Lot 30 in 14 Billings	4 00				
Percentage on collections carried to the credit of Management Fund	2,444 36	16 68			
Distribution of interest moneys		2,629 24			
Balance 30th June, 1880	74,737 15	714 82			
	79,438 99	3,596 95		79,438 99	3,596 95
			By Balance, 30th June, 1880	74,737 15	714 82

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. OJIBBEWAS OF LAKE HURON in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	48,000 00	3,612 81
Annuities to Indians under Robinson Treaty		10,434 01	Legislative grant to pay annuities under Robinson Treaty		8,967 16
Balance, 30th June, 1880	48,000 00	4,720 71	Interest on invested capital		2,574 75
	48,000 00	15,154 72		48,000 00	15,154 72
			By Balance, 30th June, 1880	48,000 00	4,720 71

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. OJIBBEWAS OF LAKE SUPERIOR in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Annuities to Indians under Robinson Treaty.....	.....	6,920 00	By Balance, 30th June, 1879.....	40,000 00	2,639 77
Expenses in connection with the payment of annuities	.....	287 00	Legislative grant to pay annuities under Robinson Treaty	.....	5,032 84
Balance, 30th June, 1880	40,000 00	2,592 61	Interest on invested capital	.....	2,127 00
	40,000 00	9,799 61		40,000 00	9,799 61
			By Balance, 30th June, 1880.....	40,000 00	2,592 61

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. OJIBBEWAS OF MISSISSAGUA RIVER in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments: –			By Balance, 30th June, 1879	2,455 32	
Capital Account, for transfer of loan to meet expenditure on 30th June, 1879		2 32	Land sales	638 00	
Percentage on collections carried to the credit of Management Fund	63 80		Interest Account, for transfer of loan to meet expenditure on 30th June, 1879	2 32	
Distribution of interest moneys		89 75	Interest on invested capital		122 55
Balance, 30th June, 1880	3,031 84	30 48			
	3,095 64	122 55		3,095 64	122 55
			By Balance, 30th June, 1880	3,031 84	30 48

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. ONEIDAS OF THE THAMES in Account Current with Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	280 04	5 88
Dr. Oronhyatekha, for vaccinating		4 25	Fines collected		25 00
Balance, 30th June, 1880	280 04	40 86	Interest on invested capital		14 23
	280 04	45 11		280 04	45 11
			By Balance, 30th June, 1880	280 04	40 86

L. VANKOUGHNET,
Deputy Supt. Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. PARRY ISLAND INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Wm. A. Elias, Teacher		75 00	By Balance, 30th June, 1879	30,747 95	372 53
Cost of yoke of oxen		100 00	Timber dues	4,037 62	
Percentage on collections carried to the credit of Management Fund	403 77		Rents collected		27 00
Distribution of interest moneys		1,504 03	Interest on invested capital		1,552 66
Balance, 30th June, 1880	34,381 80	273 16			
	34,785 57	1,952 19		34,785 57	1,952 19
			By Balance, 30th June, 1880	34,381 80	273 16

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs,

RETURN B—*Continued.*

DR. POTTAWATAMIES OF WALPOLE ISLAND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Cost of funeral furnishings		8 00	By Balance, 30th June, 1879	3,832 09	47 09
Cash advanced Councillor		5 00	Interest on invested capital		193 45
Cost of lumber for school-house		29 07			
Distribution of interest moneys		150 46			
Balance, 30th June, 1880	3,832 09	48 01			
	3,832 09	240 54		3,832 09	240 54
			By Balance, 30th June, 1880	3,832 09	48 01

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. SERPENT RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Percentage on collections carried to the credit of Management Fund		2 40	By Balance, 30th June, 1879	986 67	12 78
Distribution of interest moneys		87 85	Rents collected		40 00
Balance, 30th June, 1880	986 67	12 36	Interest on invested capital		49 83
	986 67	102 61		986 67	102 61
			By Balance, 30th June, 1880	986 67	12 36

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA. 30th June, 1880

ROBERT SINCLAIR,
Accountant.

DR. SIX NATIONS OF THE GRAND RIVER in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.
	$ cts.	$ cts.
To the following payments :—		
Salaries.		
G. H. M. Johnson, Interpreter		600 00
R. H. Dee, Physician		1,780 00
Wm McCargo, Physician		500 00
David Hill, Caretaker		50 00
Jas. McLean, Forest Warden		200 00
Josiah Hill, Secretary		50 00
Pensions.		
Abram Isaac		50 00
John Gibson, jr.		50 00
Peter Leaf		25 00
Sampson Green		25 00
Margaret Twofish		6 25
Mary J. Hill		25 00
Simon Harris		25 00
John Otter		25 00
L. Thomas		25 00
Matilda Isaac		25 00
Nancy Snake		25 00
Betsy Henhawk		25 00
Mrs. Jos. Longfish		12 00
Mary Otter		18 75
Jacob Simmons		6 25
Wm. Jacob		6 25
Sundry expenses in connection with the Tribe.		
Cost of roads and bridges	1,010 00	292 00
Supplies to sick and needy		424 76
Carried forward	1,010 00	4,271 26

——	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	768,750 79	9,253 35
Land sales	4,125 91	
Interest account for transfer of second and third instalments of amount advanced to pay debts incurred with merchants and others	10,000 00	
Capital account for transfer of certain sums shown on the debit side of this account as properly chargeable to capital for 1877-8-9		2,286 00
Refund of distribution moneys		307 97
Interest on invested capital		45,067 07
Carried forward	782,876 70	56,914 39

RETURN B.—*Continued.*

DR. SIX NATIONS OF THE GRAND RIVER in Account Current, &c.—*Concluded.* CR.

——	Capital.	Interest.
	$ cts.	$ cts.
Brought forward	1,010 00	4,271 26
Sundry expenses, &c.—Concluded.		
Chiefs' board money		800 00
Postage, telegrams, stationery, &c		29 30
Cost of committees		157 25
Fire loss		475 00
Cost of culverts		71 00
Expenses in connection with the celebration of Her Majesty's birthday		160 27
Cost of road-scrapers		75 50
Law costs		232 95
Cost of prize ploughs, &c		70 00
Cost of presenting address to His Excellency the Governor General		21 25
Cost of entertaining brethren from the United States		125 00
Services of members of School Board		90 00
Cost of survey of roads		38 56
Vote towards Agricultural Society		200 00
do Temperance Society		25 00
Grant towards the education of C. D. Green, at McGill College		100 00
Subscription towards schools		750 00
Wm. Wage for services during distribution of interest moneys		8 00
Cost of painting glass windows in Council House		7 00
Arrears of interest moneys, viz.:—		
Peter Froman $29 90		
Geo. Latham 36 45		
		66 35
Premium of insurance on Council House		10 00
Printing		5 50
School books		12 00

——	Capital.	Interest.
	$ cts.	$ cts.
Brought forward	782,876 70	56,914 39

J. T. Gilkison, for cash advanced		11 00			
Cost of coffin for late Wm. Johnson		10 00			
do repairs to Baptist Church		30 00			
John Gibson, expenses while attending Eye Infirmary at Toronto		20 00			
Wm. Wage, wages as constable		12 00			
Alex'r Lamond, to repay amount overpaid by him on Lot 5, Fish Carrier Tract		11 58			
Jas. Barn, to repay amount overpaid by him on Lot 6, Fish Carrier Tract		9 04			
J. T. Gilkison, travelling expenses for 1879-80, from Brantford to Ottawa and return, on Indian business		109 39			
Percentage on collections carried to the credit of Management Fund	412 60				
Distribution of interest moneys		29,409 31			
Capital account for transfer of second and third instalments of amount advanced to pay debts incurred with merchants and others		16,000 00			
Interest account for the transfer of the below-mentioned sums found to be properly chargeable to capital, viz. :—					
1877.—Work done on roads and b'dges $559 50					
Improvement to agricultural grounds 275 00					
1878.—Work done on roads and bridges 444 00					
Fence around Council House 320 00					
1879.—Work on bridges 687 50					
	2,286 00				
Balance on 30th June, 1880	779,168 10	9,490 88			
	782,876 70	56,914 39		782,876 70	56,914 39
			By Balance on 30th June, 1880	779,168 10	9,490 88

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. SHAWANAGA BAND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1879	2,612 00	28 73
Distribution of interest moneys		127 76	Rents collected		8 00
Balance, 30th June, 1880	2,612 00	40 80	Interest on invested capital		131 83
	2,612 00	168 56		2,612 00	168 56
			By Balance, 30th June, 1880	2,612 00	40 80

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. SPANISH RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1879	2,832 15	34 12
Distribution of interest moneys		141 61	Refund of interest moneys for 1875-6		1 98
Balance, 30th June, 1880	2,832 15	37 47	Interest on invested capital		142 98
	2,832 15	179 08		2,832 15	179 08
			By Balance, 30th June, 1880	2,832 15	37 47

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880,

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. THESSALON RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	6,256 51	85 34
Cost of making roads	500 00		Land sales	2,276 67	
Percentage on collections carried to the credit of Management Fund	227 66		Interest on invested capital		316 58
Distribution of interest moneys		323 15			
Balance, 30th June, 1880	7,805 52	78 77			
	8,533 18	401 92		8,533 18	401 92
			By Balance, 30th June, 1880	7,805 52	78 77

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. TOOTOOMENAI AND BAND in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Distribution of interest moneys		102 88	By Balance, 30th June, 1879	900 00	60 13
Balance, 30th June, 1880	900 00	14 14	Interest on invested capital		56 89
	900 00	117 02		900 00	117 02
			By Balance, 30th June, 1880	900 00	14 14

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBT. SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. WHITEFISH RIVER INDIANS in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	284 06	29 74
Distribution of interest moneys		41 50	Land sales	2 10	
Balance, 30th June, 1880	286 16	19 81	Rents collected		14 00
			Refund of interest moneys for 1873-6-8		1 93
			Interest on invested capital		15 64
	286 16	61 31		286 16	61 31
			By Balance, 30th June, 1880	286 16	19 81

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. WYANDOTTS OF ANDERDON in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	65,391 51	798 98
Dr. W. Lambert, Physician		80 00	Land sales	3,997 08	
Percentage on collections carried to the credit of Management Fund	399 71		Interest on invested capital		3,458 42
Distribution of interest moneys		3,338 69			
Balance, 30th June, 1880	68,988 88	838 71			
	69,388 59	4,257 40		69,388 59	4,257 40
			By Balance, 30th June, 1880	68,988 88	838 71

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. ABENAKIS OF ST. FRANCIS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	855 58	
Capital account for transfer of loans made on 30th June, 1879, to meet expenditure		33 55	Interest account, transfer of loans made to meet expenditure on 30th June, 1879	33 55	
Cost of roads, bridges and fences		246 90	Rents collected		381 98
Rent due the representatives of the late Ignace Gill		17 50	Interest on invested capital		45 77
Funeral furnishings		1 50			
Rent of rooms for Council		8 80			
Percentage on collections carried to the credit of Management Fund		13 97			
Balance, 30th June, 1880	889 13	105 53			
	889 13	427 75		889 13	427 75
			By Balance, 30th June, 1880	889 13	105 53

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. ABENAKIS OF BECANCOUR in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1880	316 00	15 80	By Balance, 30th June, 1879	316 00	
			Interest on invested capital		15 80
	316 00	15 80		316 00	15 80
			By Balance, 30th June, 1880	316 00	15 80

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. AMALICITES OF ISLE VERT AND VIGER in Account Current with the Department of Indian Affairs CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance on 30th June, 1880	1,243 02	78 77	By Balance, 30th June, 1879	1,243 02	15 95
			Interest on invested capital		62 82
	1,243 02	78 77		1,243 02	78 77
			By Balance, 30th June, 1880	1,243 02	78 77

I. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. GOLDEN LAKE INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1880	133 43	8 81	By Balance, 30th June, 1879	133 43	2 07
			Interest on invested capital		6 74
	133 43	8 81		133 43	8 81
			By Balance, 30th June, 1880	133 43	8 81

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. HURONS OF LORETTE in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—			By Balance, 30th June, 1879	360 71	4 49
Percentage on collections carried to the credit of Management Fund	2 61		Land sales	26 10	
Balance, 30th June, 1880	384 20	22 73	Interest on invested capital		18 24
	386 81	22 73		386 81	22 73
			By Balance, 30th June, 1880	384 20	22 73

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. IROQUOIS OF CAUGHNAWAGA in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.
To the following payments :—		
Capital for transfer of loan made on 30th June, 1879	$ cts.	$ cts. 166 92
Salaries.		
Chief Louis Shatekaienton, Organist		37 50
P. Murray, Interpreter and Secretary		50 00
Thos. Williams, Constable		50 00
M. Onwakete, Gate-keeper		18 00
Pierre Tiwate do		24 00
Sundry Disbursements.		
Cost of work on roads		76 22
do bridges and materials		19 22
do ditching		203 34
do improvements made to commons & park		26 72
do repairs to toll-gates		45 00
do obtaining certain papers in connection with the law costs		25 00
Seigniory of St. Louis		61 53
Relief to Taronwathe		12 00
Premium of insurance on grist-mill and machinery at St. Constant		24 00
Rev. N. V. Burtin, commutation in lieu of supplies furnished		238 60
Percentage on collections carried to the credit of Management Fund	56 56	53 66
Balance, 30th June, 1889	10,905 85	283 49
	10,962 41	1,415 20

	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	10,229 91	
Interest account for transfer of loan made on 30th June, 1879	166 92	
Dues on stone quarried	565 58	
Rents collected		894 29
Interest on invested capital		520 91
	10,962 41	1,415 20
By Balance, 30th June, 1880	10,905 85	283 49

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B—*Continued.*

DR. IROQUOIS OF ST. REGIS in Account Current with the Department of Indian Affairs. CR.

—	Capital,	Interest.
	$ cts.	$ cts.
To the following payments:—		
Salaries.		
Neno Tsuesennaromuoni, Clerk		10 00
Sundry Disbursements.		
Services of Interpreters		14 75
Cost of taking statistics		8 00
Allowance for wood, &c., to Rev. F. Marcoux		153 00
Cost of wood for school		22 50
Costs of opposing sale of lots in Dundee		25 14
Allowance to Chiefs		60 00
Pension to Loran Solomon		10 00
Law costs		11 30
Sundries		1 85
Percentage on collections carried to the credit of Management Fund		71 15
Distribution of interest moneys		2,618 47
Balance on 30th June, 1880	29,882 74	420 81
	29,882 74	3,426 97

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	29,882 74	457 28
Rents collected		1,195 71
Interest on invested capital		1,773 98
	29,882 74	3,426 97
By Balance, 30th June, 1880	29,882 74	420 81

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B.—*Continued.*

DR. LAKE ST. JOHN INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments :—					
Cost of road work		535 79	By Balance, 30th June, 1879	1,634 05	18 82
Cost of building hospital		172 13	Land sales	29 90	
Law costs		50 00	Legislative grant for relief		1,000 00
Surveys	691 45		Interest on invested capital		82 49
Percentage on collections carried to the credit of Management Fund	3 00				
Balance on 30th June, 1880	966 50	343 39			
	1,663 95	1,101 31		1,663 95	1,101 31
			By Balance, 30th June, 1880	966 50	343 39

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt. Gen. of Indian Affairs.

RETURN B.—*Continued.*

DR. LAKE OF TWO MOUNTAINS INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Percentage on collections carried to the credit of Management Fund	10 72	6 57	By Balance, 30th June, 1879	1,026 18	68 79
Balance, 30th June, 1880	1,122 67	229 81	Timber dues	107 21	
			Rents collected		109 50
			Interest on invested capital		58 09
	1,133 39	236 38		1,133 39	236 38
			By Balance, 30th June, 1880	1,122 67	229 81

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

Dr. NIPISSINGUAS, &c., OF THE UPPER OTTAWA in Account Current with the Department of Indian Affairs. Cr.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Percentage on collections carried to the credit of Management Fund		12 81	By Balance, 30th June, 1879	2,345 96	363 94
Balance, 30th June, 1880	2,345 96	699 79	Rents collected		213 48
			Interest on invested capital		135 18
	2,345 96	712 60		2,345 96	712 60
			By Balance, 30th June, 1880	2,345 96	699 79

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. RIVER DESERT INDIANS in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1879	29,134 74	327 82
			Timber dues	796 88	
			Rents		452 60
			Refund of interest moneys for 1878-79		129 61
			Interest on invested capital		1,501 74
Salaries.					
Simon Ojick, Interpreter		25 00			
Peter Tetese, Chief		25 00			
Sundry payments.					
Amount paid the legal representatives of late Chief Pactanawata		122 00			
Cost of building a Court House and Lock-up	400 00				
Percentage on collections carried to the credit of Management Fund	79 68	20 40			
Distribution of interest moneys		1,622 11			
Balance, 30th June, 1880	29,451 94	597 26			
	29,931 62	2,411 77		29,931 62	2,411 77
			By Balance, 30th June, 1880	29,451 94	597 26

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. INDIANS OF BRITISH COLUMBIA in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts	$ cts.		$ cts.	$ cts.
To Percentage on collections carried to the credit of Management Fund	10 56		By Balance, 30th June, 1879	4,547 80	
Balance on 30th June, 1880	5,066 22		Rents collected	302 00	
			Interest on invested capital	226 98	
	5,076 78			5,076 78	
			By Balance, 30th June, 1880	5,066 22	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. INDIANS OF MANITOBA AND NORTH-WEST TERRITORIES, in Accounnt Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts
To the following payments :—					
Advertising	10 00		By Balance, on 30th June, 1879	233 79	
Law costs	30 00		Fines and fees collected	137 25	
Balance, 30th June, 1880	342 69		Interest on invested capital	11 65	
	382 69			382 69	
			By Balance, 30th June, 1880	342 69	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B—*Continued.*

DR. INDIANS OF NOVA SCOTIA in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance on 30th June, 1879	1,128 05	
Refund of amount deposited account of lands in Malagawatch, County of Inverness	20 00		Rents collected	800 00	
Costs of searches for titles to lands in Kings County	25 50		Fines	35 00	
Cost of survey of lands in Lunenburg County	70 00		Amount allowed by Municipal Council for damages done to Whycocomagh Indian Reserve by public roads	75 00	
Cost of ten acres of land in Kings County	50 00		Interest on invested capital	56 26	
Insurance on schoolhouse at Whycocomagh	5 00				
Board of Indian Tony while in Ottawa	8 00				
Cost of serving notices	5 50				
Cost of measuring roads	10 00				
Sundry disbursements	23 50				
Distribution amongst Indians of rents received for stone quarries at Whycocomagh	400 00				
Percentage on collections carried to the credit of Management Fund	48 00				
Balance on 30th June, 1880	1,428 81				
	2,094 31			2,094 31	
			By Balance, 30th June, 1880	1,428 81	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs,

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant,

RETURN B.—*Continued.*

DR. INDIANS OF NEW BRUNSWICK in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance on 30th June, 1879	1,402 87	
Cost of survey	45 00		Timber dues collected	192 00	
Cost of building a school-house at Burnt Church Reserve	295 00		Land sales	158 20	
Percentage on collections carried to the credit of Management Fund	25 02		Interest on invested capital	70 00	
Balance on 30th June, 1880	1,458 05				
	1,823 07			1,823 07	
			By Balance, 30th June, 1880	1,458 07	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. TOBIQUE INDIANS, N.B., in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To the following payments:—			By Balance, 30th June, 1879	2,028 77	18 83
Cost of measuring timber		35 90	Timber dues	598 35	
Cost of protection of timber		25 00	Interest on invested capital		102 28
Fare of an Indian from Ottawa to Miramichi		6 60	Balance on 30th June, 1880		6 22
Distribution to Indians of 10 per cent. on stumpage dues on timber cut		59 83			
Percentage on collections carried to the credit of Management Fund	59 84				
Balance on 30th June, 1880	2,567 28				
	2,627 12	127 33		2,627 12	127 33
To Balance on 30th June, 1880		6 22	By Balance on 30th June, 1880	2,567 28	

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L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. INDIANS OF PRINCE EDWARD ISLAND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1880	26 24		By Balance, 30th June, 1879	25 00	
			Interest on invested capital	1 24	
	26 24			26 24	
			By Balance, 30th June, 1880	26 24	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. CLENCH, J. B., in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Balance, 30th June, 1880..	725 06	305 22	By Balance, 30th June, 1879	725 06	256 23
			Interest on invested capital		48 99
	725 06	305 22		725 06	305 22
			By Balance, 30th June, 1880..	725 06	305 22

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR.
Accountant.

RETURN B—*Continued.*

DR. MAIVILLE, NANCY, in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Twelve months' interest		125 27	By Balance, 30th June, 1879	2,500 00	30 38
Balance, 30th June, 1880	2,500 00	31 37	Interest on invested capital		126 26
	2,500 00	156 64		2,500 00	156 64
			By Balance, 30th June, 1880	2,500 00	31 37

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. MANACE, JAMES, in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Twelve months' interest		75 17	By Balance, 30th June, 1879	1,500 00	18 23
Balance, 30th June, 1880	1,500 00	18 83	Interest on invested capital		75 77
	1,500 00	94 00		1,500 00	94 00
			By Balance, 30th June, 1880	1,500 00	18 83

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

ROBERT SINCLAIR,
Accountant.

DR. WABBUCK, WILLIAM, in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
To Twelve months' interest		100 94	By Balance, 30th June, 1879	2,000 00	24 29
Balance, 30th June, 1880	2,000 00	25 34	Interest on invested capital		101 99
	2,000 00	126 28		2,000 00	126 28
			By Balance, 30th June, 1880	2,000 00	25 34

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B.—*Continued.*

DR. PROVINCE OF QUEBEC INDIAN FUND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
To the following payments :—	$ cts.	$ cts.
Salaries.		
L. E. Otis, Agent		300 00
Dr. P. O'Shee, Physician		100 00
Dr. V. A. J. Venner, Physician		125 00
L. F. Boucher, Agent		273 22
Grants for purchase of Seed Grain, Agricultural Implements, and for Relief to Aged and Destitute.		
Amalicites of Rimouski		150 00
do Point Lévis		100 00
do Cacouna		100 00
Abenakis of Beçancour		325 00
do St. Francis		275 00
Godbout Indians		75 00
Golden Lake Indians		118 00
Hurons of Lorette		75 00
Hunter's Lodge Indians		72 00
Iroquois of Caughnawaga		200 00
Indians of Upper Ottawa		209 15
Lake of Two Mountains		300 00
Montagnais of Upper Saguenay and Lake St. John		400 00
Montagnais of Bersimits		500 00
Micmacs of Gaspé Basin		150 00
do Restigouche		350 00
do Maria		200 00
Moisie, Mingan and Seven Island Indians		1,202 84
Temiscamingue Indians		150 00
Rat River Indians		36 49
Carried forward		5,786 70

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	49,965 72	2,007 17
Legislative Grant for the purchase of seed and for agricultural implements, and relief to aged and destitute		4,200 00
Interest on invested capital		2,680 49
Carried forward	49,965 72	8,887 66

RETURN B.—*Continued.*

DR. PROVINCE OF QUEBEC INDIAN FUND in Account Current with the Deparment of Indian Affairs.—*Continued.* CR.

	Capital.	Interest.
	$ cts.	$ cts.
Brought forward		5,786 70
Grants, &c.—Concluded.		
To River Désert Indians		250 00
Grand Lac Indians		104 00
Widow of late Louis Vincent		50 00
Weymontachengue Indians		173 70
Bonaventure River do		24 00
Missionaries of Bersimits and north shore of the St. Lawrence		250 00
Miscellaneous Expenditure.		
Cost of medical attendance		650 50
Sundries		10 18
Balance on 30th June, 1880	49,965 72	1,588 58
	49,965 72	8,887 66

	Capital.	Interest.
	$ cts.	$ cts.
Brought forward	49,965 72	8,887 66
	49,965 72	8,887 66
By Balance, 30th June, 1880	49,965 72	1,588 58

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.
ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B—*Continued.*

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.
To the following payments :—	$ cts.	$ cts.
Salaries.		
J. Newton, Physician to Mohawks of Bay of Quinté		150 00
Wm. Plummer, Superintendent, Toronto		1,646 00
Dr. McLaren, Physician to Mohawks of Bay of Quinté		150 00
R. G. Dalton, Clerk, Toronto Office		783 96
E. Watson, Superintendent, Sarnia		1,078 00
J. T. Gilkison do Brantford Office		1,577 76
H. Andrews, Clerk do		882 00
John McGirr, Agent, Oka		500 00
J. C. Phipps, Superintendent, Manitowaning		1,176 00
A. W. Ironside, Clerk and Interpreter, Manitowaning		705 60
W. S. Francis, Physician, Manitowaning		1,000 00
Chas. Skene, Supt., Parry Sound		882 00
Wm. Vanabbott, Agent, Sault Ste. Marie		493 76
John Wallace, Guardian of Islands in St. Lawrence		25 00
A. L. Thompson do do		25 00
A. Root do do		25 00
A. B. Cowan, Agent, Gananoque		246 88
C. B. Savage do Gore Bay		248 50
G. E. Cherrier do Caughnawaga		395 80
Mathew Hill do Shannonville		345 64
Thos. Gordon do Longwood		588 00
Amos Wright do Prince Arthur's Landing		441 00
B. W. Ross do Cockburn Island		270 82
John Beattie do Highgate		175 01
A. LeBel do Rivière du Loup		150 00
Carried forward		13,961 73

—	Capital.	Interest.
	$ cts.	$ cts.
By Balance, 30th June, 1879	108,308 57	3,327 43
Government grant for purchase of blankets		1,600 00
Fines and fees collected		504 51
Percentage charged against various Tribes for the collection of rents and payments on lands sold and timber dues, for the benefit of the Bands interested		8,473 86
*Civil Government for refund of certain charges included in this account and found to be properly chargeable to contingencies		412 40
Interest on invested capital		6,693 73
Carried forward	108,308 57	21,011 93

RETURN B.—*Continued.*

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts		$ cts.	
Brought forward		13,961 73	Brought forward	108,308 57	21,011 93
Salaries—Concluded.					
Wm. Taylor, Caretaker, Toronto Office		30 00			
Dr. Oronhyatekha, Physician to Oneidas of Thames		300 00			
Z. A. Lash, Solicitor of Indian Affairs		392 00			
Superannuations.					
W. R. Bartlett		980 00			
F. Talfourd		400 00			
Contingent Expenses incurred in the various Superintendencies and Agencies.					
Wm. Plummer, postage, telegrams, &c		59 80			
do travelling expenses		200 00			
do office rent		250 00			
J. T. Gilkison, office and house rent		240 00			
do travelling expenses		100 00			
Wm. Vanabbott, office rent		40 00			
do contingencies		216 66			
do percentage on collections		168 52			
A. B. Cowan, travelling expenses		100 00			
Chas. Skene, contingencies		197 05			
do percentage on collections		149 00			
do office rent		60 00			
J. C. Phipps, travelling expenses		100 00			
do contingencies		83 39			
do percentage on collections		304 22			
do license fees		55 75			

John Davidson, percentage on collections and disbursements		179 94
T. G. Pile, postage, &c		5 23
do percentage on collections		115 77
Thos. Gordon, contingencies		10 00
do percentage on collections		2 24
G. E. Cherrier, contingencies		76 07
do office rent		60 00
E. Watson, contingencies		50 15
do travelling expenses		100 00
do office rent		36 00
C. B. Savage, office rent		120 00
do contingencies		7 75
do percentage on collections		341 54
John F. Day, percentage on collections		52 12
B. B. Miller, office rent		100 00
do contingencies		93 91
do percentage on collections		438 31
B. W. Ross, contingencies		30 04
do percentage on collections		40 27
Amos Wright, office rent		25 00
do contingencies		67 00
P. Moore, percentage on disbursements		91 20
John Beattie, contingencies		3 93
do travelling expenses		4 00
Henry George, percentage on disbursements		19 60
Surveys, Inspection and Valuation of Lands, Cost of Maps, &c., &c.		
J. W. Fitzgerald, P.L.S., for survey of lands on Manitoulin Island	975 00	
F. S. Checkley, for copy of map ol Township of Lindsay		30 00
J. B. Parder, for drawing and engraving surrenders of Sarnia Reserve		46 00
J. C. Macdonald, for two copies of assessment roll, Indian lands in Oxford		12 00
C. S. Chevrier, for revision of Censitaires rent rolls		156 50
J. S. Plunket, for copy of map of Garden River Reserve		12 00
Wm. Plummer, for inspecting Islands in Lakes Simcoe and Couching		62 60
Crown Lands Department, Toronto, for six lithographed maps		6 00
Carried forward	975 00	20,783 29

Carried forward	108,308 57	21,011 93

RETURN B.—*Continued.*

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Indian Office, Department of the Interior. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward.....	985 00	20,783 29	Brought forward.....	108,308 57	21,011 93
Surveys, &c.—Continued.					
L. A. Hamilton, for inspecting Mr. Fitzgerald's survey of lands on Manitoulin Island.....		61 75			
A. Thompson, services as Forest Bailiff, Manitoulin Island.....		4 00			
Wm. Vanabbott, for costs *in re* seizure of timber cut by Macdonald & Sills, for non-payment of dues (Garden River Reserve).....		39 63			
F. Tilley, for services as Forest Bailiff at Goulais Bay.....		30 16			
Chas. Skene, to pay services of Forest Bailiff in his agency.....		119 20			
J. E. Trout, services as Forest Bailiff on Saugeen Peninsula.....		414 29			
W. S. L Gill, for abstract *in re* Lot 5, South side, King street, London.....		3 10			
W. S. L. Gill, for copy of surrender.....		1 45			
Mathew Hill, for lease book.....		39 30			
Advertising.					
Montreal "Gazette".....		30 00			
Owen Sound "Advertiser".....		7 56			
London "Free Press".....		10 80			
Law Costs.					
Tupper, Foy & Macdonald, costs *in re* Isaac Cockburn (T'p of Keppel).....		10 23			
D. O'Connor, costs in suit Regina *vs.* Cameron.		70 06			
Messrs. Carter & Church, costs *in re* moneys belonging to the Iroquois of Caughnawaga deposited with the Fabrique Department of Montreal.....		25 00			

Hector & Dumouchel, costs *in re* moneys belonging to the Iroquois of Caughnawaga, deposited with the Fabrique Department of Montreal		23 50
Miscellaneous Expenditure.		
Dominion Telegraph Co., for messages		5 74
Montreal Telegraph Co. do		43 58
Canada Express Co., express charges		44 81
Cost of materials and repairs to Indian houses at Lake Two Mountains	863 75	
Marine and Fisheries Department, for fishery license for Point Grond Indians		15 00
Geo. Durand, for ten years rent of Indian Office, Sarnia		360 00
N. Giasson, for measuring stone on Caughnawaga Reserve		25 03
Dr. Oronhyatekha, for vaccinating Oneida Indians		152 00
Wm. Saunders, for vaccine matter		48 75
Loss on sale of $35 Consolidated Bank bills		9 00
John Catto & Co., for blankets		733 00
John Newton & Son do		216 00
Hamel Bros. do		296 22
Durie & Son, for school books		4 75
Hugh Miller & Co., for medicines supplied Lake Superior Indians		9 13
Chief Henry, expenses to Toronto to present an address to His Excellency on behalf of the Ontario Indians		20 00
Canada P. L. and S. S., proportion of municipal taxes on Indian Office buildings at Toronto		40 00
Robt. Hasty, cartage on blankets to River Desert		2 50
A. Dobbie, for Governor General's prize plough for Six Nations		35 00
L. F. Boucher, travelling expenses to Bethsiamits		18 90
Cost of Indian ticket from Ottawa to Montreal		3 00
A. Champagne, for board of two Indians at Ottawa		6 50
J. Durie & Son, for dictionary		6 60
O. A. Harbour, for nails for repairs to houses at Lake Two Mountains		53 25
District Paymaster, Halifax, to repay half of amount remitted for female pensioners at St. Francis, to 31st December, 1878		12 56
Carried forward	1,838 75	23,834 64

By Balance on 30th June, 1880		5,729 19
Carried forward	108,308 57	26,741 12

RETURN B.—*Continued.*

DR. INDIAN LAND MANAGEMENT FUND in Account Current with the Department of Indian Affairs. CR.

— —	Capital.	Interest.	—	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward.....	1,838 75	23,834 64	Brought forward	108,308 57	26,741 12
Miscellaneous Expenditure—Concluded.					
Lyman Bros. & Co., for medicines for Manitoulin Island Indians		236 57			
J. C. Fitch, for medicines for Manitoulin Island Indians		35 10			
H. W. Sewall, for safe for Sarnia Office.....		115 00			
R. & H. McKenzie, for placing safe.....		7 00			
W. B. Clark, for freight on safe		3 00			
Jos. Delisle, services as Extra Clerk		378 00			
D. C. Scott, services as Temporary Clerk		46 50			
J. O. Cuthbert do do		53 33			
L. Vankoughnet, travelling expenses while on Indian business		51 00			
Cost of stationery and printing for the outside service, Ontario and Quebec.		229 93			
Sundry petty expenses		152 60			
Suspense Account, for transfer of amount paid by the Ontario Government towards building an Industrial School-house at Manitowaning		1,598 45			
Balance on 30th June, 1880	106,469 82				
	108,308 57	26,741 12		108,308 57	26,741 12
To Balance on 30th June, 1880.		5,729 19	By Balance on 30th June, 1880..	106,469 82	
* Less this amount received to reimburse expenditure included in the $26,741.12 above		412 40			
		5,316 79			

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN B.—*Continued.*

DR. SUSPENSE ACCOUNT in Account Current with the Department of Indian Affairs. CR.

	Capital.	Interest.		Capital.	nterest.
	$ cts.	$ cts.		$ cts	$ cts.
To the following payments:—			By Balance, 30th June, 1879	4,579 83	83 35
Cost of building Industrial School Building at Manitowaning		1,533 90	Land sales, viz.:—		
Payment to Finance Department of amount collected on Lot 33 in Section B, Etobcioke	300 00		Lot 33 in Section B, Etobcioke	300 00	
do on Lot 35 do A, do	224 50		Lot 35 do A, do	224 50	
Percentage on collections carried to the credit of Management Fund	52 45		Management Fund for transfer of amount paid by Ontario Government towards Industrial School Buildings to be built at Manitowaning		1,598 45
Balance on 30th June, 1880	4,527 38	384 53	Interest on invested capital		231 63
	5,104 33	1,918 43		5,104 33	1,918 43
			By Balance, 30th June, 1880	4,527 38	384 53

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN B.—*Continued.*

DR. INDIAN SCHOOL FUND in Account Current with the Department of Indian Affairs. CR.

—	Capital.	Interest.	—	Capital.	Interest.
To the following payments:—	$ cts.	$ cts.		$ cts.	$ cts.
Salaries.					
L. Trahan, Missionary		235 00	By Balance, 30th June, 1879	142,912 83	2,640 32
Jenny Ryan, Teacher		150 00	Legislative grant		6,200 00
Susan K. Hill do		12 50	Interest on invested capital		7,478 61
Mrs. H. M. Masta do		12 50			
E. Powles do		12 50			
Geo. P. Hill do		12 50			
Jennie Stewart do		12 50			
E. B. Howles do		12 50			
M. Gordon do		12 50			
E. Roberts do		12 50			
Christina John do		12 50			
B. Carpenter do		12 50			
Amelia Chechock do		62 50			
Timothy Anthony do		50 00			
Mary Bannon do		200 00			
Rev. H. P. Chase, Missionary		400 00			
Rev. F. Macoux do		203 32			
Sister St. Melaine, Teacher		50 00			
Maggie Armstrong do		50 00			
Allan Salt do		60 00			
E. R. A. Fletcher do		250 00			
Catherine Fletcher do		100 00			
T. Cyr do		150 00			
Madam Otis do		150 00			
A. Jamieson, Missionary		400 00			
Wm. A. Elias, Teacher		37 50			
Rev. E. Roy, Missionary		140 00			
Rev. F. Boucher do		225 96			
Joseph Laurent, Teacher		290 00			
John Esquiman do		200 00			
Rev. T. Ouellet do		200 00			

H. L. Masta	do		250 00
W. D. Ouellet	do		37 50
Sister St. Antoine	do		125 00
Lucy Heasly	do		300 00
J. Kohnestedt	do		300 00
Peter Kezhikoobriness	do		50 00
Sophie de Lamorandiere,	Teacher		200 00
F. Frost,	Teacher		300 00
Minnie Riordan	do		187 36
P. H. Martin	do		12 50
Thomas F. Strakum	do		150 00
Mary Paulins	do		37 50
T. Arirhon	do		150 00
Sister St. Mary	do		37 50
Moses Wignoss	do		37 50
F. Gauthier	do		112 50
Mary Connelly	do		112 50
Eliza Tobias	do		50 00
E. Monague	do		100 00
Sister M. Antoinette	do		25 00
Mary McKeon	do		83 33
A. Gobbin,	Teacher		150 00
Sister M. du Lauroux,	Teacher		112 50
Jos. Waweskesh	do		25 00
Wm. Butcher	do		62 50
Jas. Cameron	do		25 00

Grants.

Mount Elgin Industrial School		1,800 00
Rev. H. P. Chase for education of child		80 00
Shingwauk Home		1,200 00
Six Nations Schools		662 50
Wawanosh Home		750 00
Local day schools		350 00
Mohawk Institute		475 00
Roman Catholic Missionaries of Betsamits and North Shore of St. Lawrence		250 00
Wikwemikong Industrial School		900 00

Sundry Payments.

Cost of building school-house at	Shawanaga	236 91
Cost of do	Henvey's Inlet	122 50
Carried forward		13,589 38

Carried forward	142,912 83	16,318 93

RETURN B.—*Continued.*

DR. INDIAN SCHOOL FUND in Account Current with the Department of Indian Affairs. CR.

——	Capital.	Interest.	——	Capital.	Interest.
	$ cts.	$ cts.		$ cts.	$ cts.
Brought forward		13,589 38	Brought forward	142,912 83	16,318 93
Sundry Payments—Concluded.					
Cost of books as follows:—					
Caughnawaga School		4 03			
Parry Island do		45 63			
Henvey's Inlet do		22 42			
St. Francis do		30 61			
St. Regis do		16 06			
Shawanaga do		25 02			
Garden River do		20 60			
Cornwall Island do		3 38			
Cost of extension of building for school purposes at Wikwemikong		64 55			
Wood for Caughnawaga School		32 00			
Expenses in connection with schools in Chas. Skene's Superintendency, Parry Island		8 94			
Wood for school in Vanabbott's Agency		9 00			
Cost of inspecting Lake St. John School		15 00			
do Parry Island School for 1879-80		150 00			
Balance, 30th June, 1880	142,912 83	2,282 31			
	142,912 83	16,318 93		142,912 83	16,318 93
			By Balance, 30th June, 1880	142,912 83	16,318 93

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN C. 1—INDIANS OF NEW BRUNSWICK.

Authority for Payment.	To whom paid.	Service.	cts.	$ cts.	$ cts.	$ cts.
Vote 160		Legislative appropriation for 1879-80				4,500 00
		Expenditure.				
		Salaries.				
	Moses Craig	Salary for 12 months, from July, 1879, to June, 1880		100 00		
	C. Sargeant	do do do		400 00		
	Wm. Fisher	do do do		300 00		
	Rev. J. C. McDevitt	do do do		200 00		
	Rev. J. O'Leary	do do do		100 00		
	Rev. Wm. Morrisey	do do do		100 00		
	Rev. J. Carter	Salary for 6 months, from July, 1879, to December, 1879		50 00		
	Rev P. W. Dixon	do December, 1879. to June, 1880		50 00		
	J. S. Benson, M.D.	Salary for 12 months, from July, 1879, to June, 1880		125 00		
					1,425 00	
		Expended by Agents in purchase of supplies for destitute Indians, and seed-grain :—	Supplies.	Seed-grain.		
	By C. Sargeant	For relief of distress	894 00			
	do	Seed-grain to 894 Indians, at 80 cts. per capita		715 20		
	Wm. Fisher	Relief of distress	636 00			
	M. Craig	Seed-grain to 171 Indians, at 80 cts. per capita		136 80		
	Wm. Fisher	do 368 do do		294 0		
			1,530 00	1,146 40		
					2,676 40	
		Medical Attendance and Medicines.				
	J. B. Lamothe, M.D.	For Indians of Buctouche		16 05		
	J. C. Moody, M.D.	do Richibucto		94 30		
	J. A. Leger, M.D	do Shediac		15 85		
	do	do do September, 1879, to January, 1880		18 85		
	do	do do May, 1880		12 75		
	J. D. Ross, M.D.	do Westmoreland		10 75		
	do	do Moncton, August, 1879, May, 1880		40 35		
		Carried forward		208 90	4,101 40	4,500 00

RETURN C. 1—INDIANS OF NEW BRUNSWICK—*Concluded.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		208 90	4,101 40	4,500 00
		Expenditure—*Concluded.*				
		Medical Attendance and Medicines—Concluded.				
Vote 160	C. S. Brown, M.D.	For Indians of York Co		13 50		
	H. R. Carter, M.D	do Westmoreland, to 9th March		10 00		
	G. M. Duncan, M.D.	do Bathurst, May, 1879, to April, 1880		27 21		
	Davis & Dibblee	Medicines, 1st January, 1878, to 17th June, 1879		26 72		
					286 33	
		Miscellaneous Expenditure.				
	S. J. Baker	For Legal expenses, *re* selling liquor to Indians		12 00		
	R. W. Pibbetts, J.P.	Costs, *re* selling liquor to Indians		5 60		
	C. H. B. Fisher	Legal expenses, Regina *vs.* Marshall, selling liquor to Indians		50 00		
	C. Sargeant	Travelling expenses in connection with surrender of lands at Richibucto		18 00		
	A. Champagne	Board of Indian		6 50		
	H. B. Wood	Board of two Indians		4 90		
	do	do		1 30		
	Montreal, O. & O. Ry.	Fare of two Indians, Ottawa to Quebec		5 00		
	Montreal Telegraph Co.	Messages in April		0 23		
	do	do May		0 60		
					104 13	
		Total Expenditure				4,491 86
		Balance unexpended				8 14

Department of Indian Affairs,
Ottawa, 30th June, 1880.
Robert Sinclair,
Accountant.

L. Vankoughnet,
Deputy Supt.-General of Indian Affairs.

RETURN C, 2—INDIANS OF NOVA SCOTIA.

Authority for Payment.	To whom paid,	Service.	$ cts.	$ cts.	$ cts.	$ cts.
Vote 159		Legislative appropriation for 1879-80.				4,500 00
		Expenditure.				
		Salaries,	Balances for June, 1878-9.	Salaries, 1879-80.		
	John Harlow	Salary as Agent, District No. 1		25 00		
	J. E. Beckwith	do do 2		25 00		
	Rev. Thos. Butler	do do 3		37 50		
	Rev. E. J. McCarthy	do do 4	8 40	37 50		
	Rev. D. C. O'Connor	do do 5	8 33	33 33		
	Dr. McLean	do do 6	8 33	8 33		
	James Gass	do do 6*a*		4 16		
	D. H. Muir	do do 6*b*		4 16		
	A. F. Clarke, M.D	do do 7	8 33	33 33		
	Rev. R. McDonald	do do 8	25 00	100 00		
	Rev. Wm. Chisholm	do do 9	25 00	100 00		
	Rev. J. McDougall	do do 10	25 00	100 00		
	Rev. D. McIsaac	do do 11	12 50	50 00		
	Rev. A. F. McGillivray	do do 12	12 50	25 00		
	Rev. M. McKenzie	do do 13	25 00	100 00		
		Expended by Agents and others in the purchase of supplies for destitute Indians, and for seed-grain, in the following proportions:—	158 39	683 31	841 70	
			Supplies.	Seed-grain.		
	By John Harlow	In District No. 1	201 00	180 00		
	J. E. Beckwith	do 2	71 90	42 00		
	Rev. Thos. Butler and others	do 3	64 48	37 00		
	Rev. E. J. McCarthy	do 4	28 00	56 00		
	Rev. D. C. O'Connor	do 5	89 04	65 00		
	Dr. McLean and D. P. Alison	do 6	126 44			
	James Gass	do 6*a*		81 68		
	D. H. Muir	do 6*b*		25 00		
	A. F. Clarke, M.D	do 7	30 24	42 00		
		Carried forward	611 15	528 68	841 70	4,500 00

RETURN C, 2—INDIANS OF NOVA SCOTIA—*Concluded.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
			Supplies.	Seed-grain.		
		Brought forward	611 10	528 68	841 70	4,500 00
		Expenditure—*Concluded.*				
		Supplies, Seed Grain, &c.—Concluded.				
Vote 159	By Rev. R. McDonald	In District No. 8	97 44	103 00		
	Rev. Wm. Chisholm and others	do 9	146 27	83 00		
	Rev. J. McDougall	do 10	131 60	120 00		
	Rev. D. McIsaac	do 11	82 28	53 00		
	Rev. A. F. McGillivray	do 12	63 28	72 00		
	Rev. M. McKenzie	do 13	153 44	145 03		
			1,285 41	1,104 71		
		Medical Attendance and Medicines.			2,390 12	
	A. Maxwell, M.D	In District No. 1	60 25			
	J. H. Wilson, M.D.	do 1	13 28			
				73 53		
	H. Shaw, M.D.	do 2		15 54		
	G. Barnaby, M.D.	do 4		11 50		
	W. H. Weeks, M.D	do 5		76 50		
	C. S. Margeson, M.D	do 6		31 20		
	A. F. Clarke, M.D.	do 7	20 00			
	W. D. McKenzie, M.D.	do 7	5 00			
				25 00		
	W. Fraser, M.D.	do 8	10 00			
	F. McMillan, M.D.	do 8	26 75			
				36 75		
	J. C. McKenzie, M.D	do 9		47 50		
	P. A. McDonald, M.D.	do 10		12 00		
	J. McIntosh, M.D	do 11	19 98			
	A. K. McLean, M.D.	do 11	9 00			
				28 98		
	J. L. Bethune, M.D.	do 12		73 15		
	A. McDonald, M.D.	do 13		48 00		
	J. D. B. Fraser	For Drugs		5 22		
					484 87	

	Education.				
John McEachen.....	School Teacher, Whycocomah, salary for June, September and December quarters, 1879, and March quarter, 1880	200 00			
T. C. Kerr.....	School Teacher, Bear River, salary for June, September and December quarters, 1879, and March quarter, 1880.....	200 00			
R. McMillan	School Teacher, Eskasonie, salary for June, September and December quarters, 1879, and March quarter, 1880.....	264 00			
Education Department of Ontario....	For books for Christmas Island school, Cape Breton.	9 60	664 00		
do do ...	Books for various schools	10 20	19 80		
				683 80	
	Miscellaneous Expenditure.				
Overseers of the Poor, Cumberland County ...	For Burial expenses of William Duby.....	.....	7 50		
Montreal Telegraph Co...	Messages.....	.....	0 44		
Grand Trunk Railway....	Fare from Ottawa to Montreal of two Indians proceeding to Nova Scotia.....	7 50			
do do	Fare from Ottawa to Quebec of one Indian proceeding to Nova Scotia	2 50			
			10 00		
				17 94	
	Total Expenditure	.....	.....	.....	4,418 43
	Balance unexpended	.....	.....	.....	81 57
	Which balance was carried forward to the account of 1880-81 under the authority of an Order in Council of the 16th June, 1880.				

L. VANKOUGHNET,
Deputy Supt -General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

RETURN C, 3—INDIANS OF BRITISH COLUMBIA.

Authority for Payment.	To whom paid.	Service.	$ cts	$ cts.	$ cts.	$ cts
Vote 162		Legislative appropriation for 1879-80				50,928 00
		Expenditure in Victoria Superintendency.				
		Salaries.				
	I W. Powell, M.D	As Superintendent, 10 months, to 30th April, 1880	2,179 30			
	H. Moffat	Superintendency Clerk, 12 months, to 30th June, 1880	1,500 00			
	G. Good	Constable and Interpreter, do do	419 74			
				4,099 04		
		Medical Attendance and Medicine.				
	I. W. Powell, M.D	As Medical Officer, salary 10 months to 30th June, 1880	333 30			
	do	Allowance for supplying medicines to Indians in Victoria and neighborhood, 10 months	333 30			
	M. W. Waitt & Co.	For "Domestic Medicine" for Nass Mission	3 75			
	G. Morrison	Medicines for Fort Simpson	15 00			
	do	do Aht Indians	30 50			
	Langley & Co.	do Nascah Indians	30 54			
	do	do Rupert do	10 12			
	do	do Methlakathla Indians	31 35			
	do	Medicine	188 26			
	do	do	17 48			
	Thos. Shotbolt	do for Nass Indians	30 12			
	do	do	11 50			
	E. B. C. Hannington, M.D	Professional services to Indians, 1st May to 18th June, 1880	235 75			
	Moore & Co.	Medicine	68 04			
	W. Jackson, M.D.	Professional services	71 00			
				1,410 01		
		Travelling Expenses.				
	L. Augustin	For Horse to Cowichan	4 50			
	G. Francis	Carriage to Saanich and return	10 00			
	do	do from do	7 50			

do	Cab and buggy hire, 6 months, to 30th June, 1880	12 50		
Steamer "Maude"	Fare of Supt. Powell to Cowichan	2 50		
do	Canoe hire, &c., do do	32 00		
H.M. Paymaster-General	Coals used on H.M.S. "Rocket," £118 19s. 2d	578 93		
			647 93	
	Office Expenses.			
Victoria Post Office	For Drawer rent and stamps	36 25		
A. Strong	Cleaning office	6 00		
Victoria Standard	Printing	15 60		
do	Subscription	16 25		
John Weiler	Mending and laying office carpet	4 75		
do	Wall paper and table	15 00		
I. W. Powell	Petty disbursements	56 10		
John Smith	Washing towels	8 00		
Daily Colonist	Subscription	13 00		
Gov't Stationery Office	Stationery	65 55		
Mainland Guardian	Subscription	5 00		
Montreal Telegraph Co	Messages	128 93		
Dominion do	do	6 48		
T. N. Hibbin	Stationery	62 50		
Victoria Gas Co	Gas charges	3 25		
Gaston & Robertson	Fuel	30 17		
M. Humber	Plastering offices	20 00		
Queen's Printer	Printing	8 29		
D. W. Higgins	Labels and tags	6 75		
M. W. Waitt & Co.	Leather despatch box	16 00		
Quit Quartum	4 cords wood and cutting	7 00		
De Weiderholdt & Co	Firewood	7 12		
N. W. Telegraph Co	Messages	5 55		
R. Jesse	Clerical services	46 50		
J. P. Burgess	Map and bookcase	60 00		
Western Union Tel. Co	Messages	16 80		
Victoria Water Works	Water rates	8 00		
Nanaimo Telegraph Line	Messages	1 50		
H. O. Tidiemar	Making map of Indian Agencies	10 00		
			686 34	
	Aid to Sick and Needy.			
Goodacre & Dooly	For 507½ lbs. beef, at 10 cts	50 75		
H. Saunders	Groceries	432 15		
M. Muir	do	8 00		
J. Gerritson	Rent of cabins	30 00		
P. Tiernan	do	3 00		
W. Duncan	Supplies	82 30		
	Carried forward	606 20	6,843 32	50,928 00

RETURN C, 3—INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	606 20	6,843 32		50,928 00
		Expenditure in Victoria Superintendency—*Concluded.*				
		Aid to Sick and Needy—Concluded.				
Vote 162	C. P. Bloomfield	For Care of sick women	70 00			
	J. Sehl	Straw mattrass and pillow	2 50			
	W. J. Jeffree	Clothing for destitute	5 50			
	Hudson Bay Co.	do do	109 75			
	G. B. Ordano	Supplies	17 75			
	Hudson Bay Co	Passages	26 00			
				837 70		
		Aid towards the Improvement of the Indians.				
	M. W. Waitt & Co	For 6 Bibles, 1 knife and pair spectacles for Chief, Ft. Simpson	21 75			
	Rev. J. B. Good	Advance for vocabulary and grammar of Thompson tongue	100 00			
	H. Schutt	2 window frames for chief at Kincolith	7 00			
	F. K. Winch	2 dump carts for Cowichan, at $73	146 00			
	do	3 do do $73	221 50			
			367 50			
		Less—Contributed to this object by Mr. Sutton, in consideration of obtaining peaceable possession of land on Cowichan Reserve, purchased from Provincial Government	200 00			
			167 50			
	Jay & Co	For garden and field seeds	495 67			
	Turner, Beeton & Co	3 uniforms for chiefs and constables	40 81			
				832 73		
		Schools.				
	At Victoria	Grant for June, September and December quarters, 1879; and March quarter, 1880	159 00			

Fort Simpson	do	do do	300 00	
Metlakathla	do	March, June, September and December quarters 1879, and March quarter, 1880.	625 00	
Kincolith	do	June, September and December 1879, and do	258 00	
Nass River	do	March, June and December quarters 1879; and March quarter, 1880	300 00	
Massett	do	December quarter, 1879, and March quarter, 1880	135 00	
				1,777 00
		Miscellaneous.		
W. A. Franklin	For Interment of dead Indians		11 25	
Thos. Story	do		37 50	
D. Powers	Exhuming, re-interring and burning bodies in Soughees graveyard		56 00	
L. Augustin	Interpreter, Cowichan, 4 days, at 2.00 per day		8 00	
Tom	Securing Indian, at Barclay Sound, accused of murder		5 00	
E. B. Marvin	Ensign, &c		14 00	
C. P. R. Express Co.	Charges on Indian curiosities sent to Ottawa		63 60	
C. Todd, Chief of Police	Expenses in connection with arrest and conveyance to New Westminster of insane Indian		48 50	
J. Compoh	To enable him to replace lost canoe		20 00	
H. Fry	For Fees for commitment of insane Indian		2 50	
Drake & Jackson	Legal expenses *in re* Playfair and Stienberger		26 75	
Insane Asylum	Care of lunatic Indians		240 00	
W. Hastings	Photographing—10 weeks, at 5.00 per week		50 00	
M. W. Waitt & Co.	Scrapbook and paper to preserve photographs		8 62	
				591 72
	Total expenditure (not including surveys) in Victoria Superintendency			10,882 47
	EXPENDITURE IN FRASER SUPERINTENDENCY.			
	Salaries.			
James Lenihan	As Superintendent, 10 months, to 31st April, 1880		2,008 00	
P. Jackman	Night watchman		15 00	
C. Pittendreigh	Clerk—for 9 months, at 60.00 per month		540 00	
Indian Tom	Messenger		76 50	
J. McMurphy	do		171 00	
R. H. Sweeney	Night watchman		7 50	
				2,818 00
	Carried forward			2,818 00	10,882 47

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		2,818 00	10,882 47	
		Expenditure in Fraser Superintendency—*Continued.*				
		Medical attendance and Medicine—Small Pox.				
Vote 162	A. Masters, M.D.	For Services in Hospital	105 00			
	L. Carpenter	Nurse—31 days, at 3.00 per day	93 00			
	J. Copeland	Messenger—31 days, at 2.50 per day	77 50			
	D. Withrow	4 mattrasses, at 3.62½	14 50			
	R. Thomas	Clothing for patients leaving Hospital	13 50			
	J. Wise	Use of wagon to convey patients	10 00			
	W. J. French	Beef and mutton for patients	10 37			
	C. McDonough	Groceries for patients	19 25			
	Berling & Crossman	Bread and milk for patients	9 88			
	C. E. Freese	Clothing for female do	8 00			
	J. Copeland	Use of canoe to remove patients	3 00			
	J. Ellard	Supplies for Hospital	107 00			
	J. Cunningham	do do	88 45			
		Total expenses incurred during visitation of Small Pox		559 45		
	A. Peele	For medicines		65 12		
	do	do		159 13		
	A. M. Herring	do		14 00		
	Moore & Co	do		55 05		
	J. Clapperton	Medicine chest		10 00		
	Oppenheimer & Co	Freight of medicines		17 90		
	J. Cunningham	Medicines		18 75		
	C. M. True, M.D.	Professional services		226 50		
	W. W. Walker, M.D.	do		102 75		
	A. Masters, M.D.	do		62 50		
	A. Grange, M.D.	do		22 00		
	L. Thornber, M.D.	do		30 00		
					1,343 15	

	Travelling Expenses.			
T. Shakespere	For Board of Superintendent Lenihan while visiting fishing camps		4 00	
	Office Expenses.			
C. McNaughton	For Repairing and cleaning clock	4 00		
N. Westminster P.O.	Box rent and stamps	26 00		
J Cunningham	Sundries for office	20 67		
H. J. Keary	Stationery	20 12		
Dominion Telegraph Co.	Messages	6 65		
H. Elliot	Fuel	58 25		
J. McCutcheon	Cartage	10 00		
J. Lenihan	Porterage	2 00		
J. Clapperton	Stationery, postage, &c	11 75		
British Columbia Telegraph Co	Messages	1 82		
T. N. Hibbin	Stationery	10 25		
D. & J. A. Withrow	Drawing board and stand	5 50		
do do	Repairing chairs	0 50		
			177 51	
	Aid to Sick.			
L. Wilie	For Bread distributed to aged Indians on Dominion Day	23 75		
Crossman & Berling	do do do	3 12		
H. Harvey	do do do	11 52		
do	125 lbs. bread, at 4c	5 00		
W. B. Townsend	1,455 lbs. beef, at 5c	72 75		
J. Cunningham & Co.	Supplies	1,122 11		
J. Irving	Passages of sick	12 50		
J. McDonald	Supplies	30 50		
Ellard & Co.	do	5 67		
R. Thomas	Boots for needy	27 62		
J. Chipp	Supplies	61 50		
Rev. J. McGucken	Provisions to Quesnel and Alexandria Indians	213 14		
			1,592 18	
	Aid toward the Improvement of the Indians.			
Agricultural Exhibition	Grant for prizes	148 50		
do do	Less unexpended and refunded	22 75		
		125 75		
J. McCutcheon	For Services	37 50		
Geo. McKeever	Board	35 00		
	Expenditure in connection with Exhibition		198 25	
	Carried forward	198 25	5,934 84	10,882 47

RETURN C, 3—INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts	$ cts.	$ cts
		Brought forward	198 25	5,931 84	10,882 47	
		Expenditure in Fraser Superintendency—*Concluded.*				
		Aid toward the Improvement of the Indians,—Concluded.				
Vote 162	John Irving	For Freight of seeds from Victoria	1 27			
	J. Clapperton	Wheat ordered by G. M. Sproat	5 00			
	do	Storage of implements	12 00			
	W. Clarkson	Apple and plum trees	32 00			
	British Columbia Express Co	Freight of seeds	32 30			
				280 82		
		Schools.				
	At St. Mary's	Grant for year, to 30th June, 1880		350 00		
		Miscellaneous.				
	J. G. Metcalfe	For 1 coffin	10 00			
	D. Withrow	2 do	22 50			
	do	1 do	9 00			
	W. R. Lewis	Conveying body of deceased Indian to Burrard Inlet	6 00			
	Insane Asylum	Keep of an insane Indian	122 43			
	W. Morseby	Statistics of Indian convictions	3 00			
				172 93		
		Total expenditure (not including surveys) in Fraser Superintendency			6,738 59	
		Indian Reserve Commission.				
	E. Mohun	For Amount due in connection with Reserve Commission for plans, plotting road extension, &c		82 50		
	G. M. Sproat	Expenses of Commission, 1st to 15th January—15 days, at 42.00	630 00			
	do	Less explorers' pay unexpended	37 50			
			592 50			

do	16th to 31st January—16 days, at 42.00	672 00			
do	1st August to 31st January, 1880—184 days, at 10.00	1,840 00			
G. Blenkensop	do do 6 months, at 120.00	720 00			
H. Trim	Captain of schooner, 5 months and 27 days, at 75 00	438 00			
W. Beynon	Mate do 5 do 25 do 35.00	203 23			
T. A. Sproat	Sailor do 155 days, at 100	155 00			
O. Thomas	Cook do 5 months and 27 days, at 40.00	234 84			
			4,855 57		
J. Wilton	Awnings for schooner	42 80			
W. Sleightholm	Alterations in do	81 00			
B. P. Griffin	Water-casks do	6 50			
W. Wilson	Utensils and stove fittings	17 75			
S. Grey	Repairs to schooner	16 00			
D. Withrow	Mattrasses for do	16 50			
Hudson Bay Co.	Sundries	6 87			
H. C. Wilson	do outfit	104 50			
E. Marvin	do do	47 62			
do	do do	24 97			
P. McQuade & Son	do do	62 78			
C. Hayward	do do	25 86			
De Wenderholdt & Co	Coats do	4 32			
G. Morrison	Medicines do	11 37			
Short & Simpson	Ammunition do	54 55			
Moody Saw Mill Co	Lumber do	13 51			
J. A. Raynor	do do	32 10			
E. Harrison	Painting do	83 17			
J. Shel	Cushions do	34 50			
Geo. Stetty	Firewood do	11 00			
T. N. Hibben & Co	Charts	23 37			
J. W. Morrison	Ammunition	36 40			
T. Owens	Discharging ballast	17 50			
R. Bright	do	17 50			
W. Beynon	Removing fittings	24 50			
W. Sleightholm	do	24 00			
G. Tuttle	Board of Messrs. Sproat, Farewell and Mitchell, 16 days,		843 94		
	at 2.50	40 00			
F. Currie	Board and lodging	10 29			
L. Wirtle	do	59 00			
B. P. Griffin	do	19 00			
F. Budlong	do	11 25			
B. P. Griffin	do	24 60			
J. Cunningham	Cruet and salt spoons	3 50			
Hudson Bay Co	Provisions for party	21 75			
J. Hirst	do	32 97			
J. Rodello	do	97 05			
A. R. Johnston	do	42 31			
C. H. Robinson	do	15 25			
	Carried forward	376 97	5,782 01	17,621 06	

RETURN C, 3--INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	cts
		Brought forward	376 97	5,782 01	17,621 06	
		Indian Reserve Commission—*Concluded.*				
Vote 162..	G. Black	For Provisions for party	5 70			
	Oppenheimer Bros	do	473 76			
	H. Saunders	do	280 59			
	F. Reynold	do	123 75			
	J. Roff & Son	do	23 87			
	B. P. Griffin	Board and lodging	25 93			
	P. Arnaud	do	20 00			
	W. F. Woodcock	Passage and freight	12 00			
	Str. "Royal City"	do meals	31 50			
	Pacific Telegraph Hotel	12 days board of mate of schooner	8 00			
	J. G. Wirtle	Telegrams	9 25			
	Michael	Intrepreting	38 00			
	B. C. Express Co	Freight of luggage	17 75			
	J. Rodello	Conveying mail by canoe	8 00			
	Str. "Maude"	Transport	6 62			
	A. S Farewell	Exploring, 141 days, at 3.00	423 00			
	W. Brotche	Interpreting 131 days	131 00			
	Hudson Bay Co	Wharfage	16 50			
	do	Freighting	14 87			
	W. Franklin	Drayage of stores	10 00			
	J. Bramwell	Tent, poles, &c	75 75			
	"Princess Louise"	Passages and freight	15 75			
	L. Wilton	Tent for Blenkensop	62 00			
	T. N. Hibbin	Stationery	32 87			
	E. Grant	Freight of camp equipage	36 00			
	W. G. Hunt	Freighting	3 00			
	W. F. Woodcock	do	11 00			
	W. Franklin	Drayage	2 75			
	J. F. McCreight	Legal services	30 00			
	G. Blenkensop	Petty cash	354 77			
	Victoria *Standard*	Cheque and order books	13 55			
	L. Lowenburg	3 months rent	30 00			
	G. M. Sproat	Salary, 26 days, at 10.00	260 00			

A. S. Farewell	do May and June, making plans, &c.	300 00		
do	Plans, &c	90 00		
I. W. Powell	Advance to pay expenses on account of Reserve Commission, to 30th June, 1880	3,597 79		
R. Jessee	Clerical services	17 25		
			6,989 54	
	Total Expenditure on account of Indian Reserve Commission			12,771 55
	MAINLAND SURVEYS,			
	On the Lower Fraser, under A. S. Farewell.			
A. S. Farewell	Services as Surveyor, 15 days, at 150.00 per month	72 60		
do	Board allowance, 15 days, at 1.75 per day	26 25		
Geo. Blenkensop	Telegrams	9 22		
J. Irving	Freight of stores and tents to Yale	3 72		
			111 79	
	Under W. S. Jemmett.			
W. S. Jemmett	Salary for 12 months, to 30th June, 1880	1,800 00		
C. E. Wood	Services as Head Chainman, 5 months and 15 days, at 50 00	279 19		
C. G. Cogan	do Chainman	191 93		
George	do Axeman	33 87		
J. Hume	do do 17 days, at 40.00 per month	21 93		
A. Gray	do do	191 93		
G. Hume	do do 17 days, at 40.00 per month	21 93		
H. Gaydon	do do May and June	66 22		
W. S. Wells	Cook, 1st January to 30th October, 4 months, at 40.00	160 00		
M. Paillard	do 6th November to 6th December	46 50		
G. Cavanagh	Altering kitchen	4 00		
H. Woodward	Moving camp	21 00		
Washington	do	16 00		
Tarpoolah	do	10 50		
Frank	do	25 00		
Alexander	do	72 00		
Reuben	Services as Canoeman, 4 days	4 00		
Taulpitsa	Canoe hire	4 50		
Chechumar	do	3 50		
Charlies, 1, 2, 3	do	61 00		
Johnny	Services as Axeman	25 13		
Billy	do and packer	65 50		
C. Minkler	Hauling mail and freighting	5 12		
E. Pearson	Freight of wagon	96 32		
	Carried forward	3,227 07	111 79	30,392 61

RETURN C, 3—INDIANS OF BRITISH COLUMBIA—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts	$ cts.	$ cts.	$ cts.
		Brought forward	3,227 07	117 79	30,392 61	
		Mainland Surveys—*Continued.*				
		Under W. S. Jemmett—Concluded.				
Vote 162	W. A. Franklin	For Wharfage, packing, &c	3 00			
	S. M. Nelson	Supplies, beef, &c	56 64			
	C. Major	do	145 02			
	Geo. Coxon	do sundry kinds	62 49			
	Oppenheimer Bros.	do	515 40			
	R. Dickinson	Meat	88 11			
	J. Cunningham	do	59 63			
	A. Coutlee	do	20 00			
	J. Dubbal	Pork and vegetgbles	6 90			
	W. McIntyre	Beef, &c	14 84			
	J. Murray	Supplies, sundry kinds	116 73			
	L. Haulier	Board	6 00			
	R. W. Turner	Butter	6 50			
	G. Tuttle	Board	32 00			
	P. Kilroy	Beef	6 20			
	H. B. Dart	Board	10 00			
	P. Armand	do	20 50			
	M. W. Waitt	Field books, postage and stationery	14 91			
	C. G. Cogan	Travelling expenses	8 00			
	"Royal City"	Passages of Mr. Jemmett and party	60 50			
	S. L. Kelly	Tent poles	2 75			
	W. L. Jemmett	Petty cash distributions	144 01			
		Less—Refund of surplus stores sold	35 25			
			108 76			
	Victoria *Standard*	Moiety of account and order book	16 50			
	Kelly & Co.	Stoves and fittings	16 13			
	W. L. Jemmett	Travelling expenses to Victoria	4 00			
	W. L. Jemmett	Advance	100 00			
		Less—Unexpended and refunded	17 28			
			82 72			
	L. H. Wilton	Tents	84 25			
	J. Irving	Passages and freight	27 94			

L. Lowenburg	3 months' rent	30 00		
G. M. Sproat	Salary, 26 days, at 10. 00	260 00		
W. H. Keary	Stationery	7 25		
J. Smith	Caretaker	10 00		
R. T. Williams	Mounting plans	13 00		
C. Harward	Carpenter work	20 75		
Jack	Packing with horse	25 00		
			4,929 49	
	Under E. Mohun.			
E. Mohun	Balance due for plotting and field notes	126 79		
do	Salary for 12 months to 30th June, 1880	1,960 00		
E. M. Skinner	Services as Head Chainman, 1st January to 30th June	384 08		
A. Anderson	do Chainman	194 19		
E. Marrmer	do do	45 33		
A. McCartney	do Rodman	194 19		
G. Kier	do do	45 33		
Ah. Fone	do Cook	207 74		
George	do do	40 00		
R. Jesse	do Accountant	33 00		
A. McCartney	Copying	15 00		
Puniche	Labour	2 00		
Mehutsuck	do	5 00		
Alexander	Packing, &c	365 67		
C. Minkler	Freighting	9 63		
George	Messenger	5 00		
Sevanisset	Labour and canoe hire	16 00		
Sebastien	do do	8 75		
Steamer "Royal City"	Passages of Mohun's party	70 50		
do "Olympia"	do do	14 25		
J. Pearson	Freight of instruments and baggage	88 48		
British Columbia Express Co	do do	281 22		
Mara & Wilson	Freight and passages to Spellumcheen	83 66		
Oppenheimer Bros.	Supplies	424 79		
J. B. Lauder	do	18 65		
A. Coutlee	do	103 75		
G. Fensome	Flour	7 00		
P. S. Anderson	Butter and vegetables	8 12		
J. Clapperton	Sundries	49 66		
Ah Sin	Flour and beef	11 25		
A. Lundley	Beef, &c	8 50		
W. Mickle	Sundry supplies	38 50		
	Carried forward	4,766 03	5,041 28	30,392 61

RETURN C, 3—INDIANS OF BRITISH COLUMBIA—*Concluded.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts	$ cts.	$ cts.
		Brought forward	4,766 03	5,041 28	30,392 61	
		Mainland Surveys—*Concluded.*				
		Under E. Mohun—Concluded.				
Vote 162	R. Dickinson	For Beef	20 00			
	Cornwall Bros	Sundries	1 50			
	M. Lumbey	Eggs	4 50			
	Mara & Wilson	Supplies	13 00			
	Clappensten & Dalley	Sheep and vegetables	65 51			
	H. B. Dart	Board and lodging	10 00			
	L. Haulier	do	17 00			
	W. McIntyre	do	11 00			
	G. Tuttle	do	32 00			
	Thos. York	do	8 00			
	P. Arnaud	do	3 00			
	Geo. Coxon	do	2 50			
	H. Edward	do	6 00			
	J. M. Nelson	Meals and horse feed	26 00			
	C. McIntyre	Board and lodging	9 00			
	L. H. Wilton	2 tents	69 00			
	S L. Kelly & Co	Tinware	41 50			
	E. Marvin	Sundry tools for camp	15 95			
	Burns & Co	Crockery	16 59			
	M. W. Waitt & Co	Stationery	33 23			
	J. Murray	Postage stamps	5 50			
	P. Douglas	do	5 00			
	I. W. Powell	Telegrams	1 10			
	B. C. Telegraph Co	do	3 19			
	Victoria *Standard*	Moiety of account	3 75			
	E. Mohun	Petty cash disbursements	182 91			
		Less surplus stores sold	5 25			
				177 66		
	do	Petty expenses		100 00		
	Fell & Co	Sundry supplies		36 77		
	G. Mansell & Co	Sundries for office		4 25		
	Victoria *Standard*	Printing		21 05		

Steamer "Cariboo Fly".	Passage and meals	18 50			
C. H. Robinson.	Beef	8 10			
E. Mohun.	Petty disbursements	5 63			
E Marvin	Axes, &c	8 75			
Fell & Co	Provisions	285 93			
T. N. Hibbin.	Stationery	35 77			
E. Mohun	Advance	75 00			
			5,967 26		
	Total expenditure, Mainland Surveys			11,008 54	
	Total expenditure in British Columbia				41,461 15
	Balance unexpended				9,526 95
	Which balance was carried forward to the account of 1880-81, under the authority of an Order in Council of the 16th June, 1880.				

NOTE.—The books of the Finance Department show the expenditure on Indian Account, in British Columbia, to have been 41,560.78, or 159.63 in excess of the expenditure shown above; the difference is caused by certain refunds amounting to 159.63, not having been placed to the credit of the Receiver-General in time to enter into the accounts of 1879-80; the gross expenditure being exhibited in the books of the Finance Department, while the net expenditure only is shown in the books of the Department of Indian Affairs.

L. VANKOUGHNET,
Deputy Supt-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880

ROBERT SINCLAIR,
Accountant.

RETURN C, 4—INDIANS OF PRINCE EDWARD ISLAND.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ ct
Vote 161		Legislative appropriations, 1879-80				2,000 00
		Expenditure.				
		Salaries.				
	T. Stewart	For 24 days salary	13 38			
	J. O. Arsenault	12 months salary	200 00			
				2 3 38		
		Supplies of Food and Clothing for Destitute Indians.				
	Wm. Sterns	Amount of account	19 51			
	H. Newcomb	do do	49 58			
	G. Davis & Co	Balance of account of 15th January, 1879	108 38			
	J. Gaffney	do 6th February, 1879	44 17			
	J. O. Arsenault	Sundries	36 26			
	G. Davis & Co	Amount of account	113 20			
	R. S. Holman	do do	131 65			
	J. O. Arsenault	Supplies	32 63			
	G. Davis & Co	Amount of account	33 07			
	John Gaffney	do do	139 66			
	John Yeo	do do	36 96			
	Geo. Davis & Co	do do	24 96			
				770 03		
		Medical Attendance and Medicines.				
	R. Johnston, M.D.	Balance of account, to 1st October, 1878	110 61			
	J. F. Brine, M.D	Account from 1st November, 1878, to 28th June, 1879	47 34			
	P Conroy, M.D	do to 13th August, 1879	34 50			
	J. F. Brine, M D	do 3rd January, 1879, to 29th April, 1880	58 78			
				251 23		

	Educatt on.			
J. O. Arsenault.	12 months salary as Teacher	200 00		
J. Durie & Son	Books for Lennox Island school	4 40		
				204 40
	Travelling Expenses.			
J. O. Arsenault.	Travelling expenses for twelve months			100 00
	Purchase of Seed-Grain.			
	Sundry persons through J. O. Arsenault			200 00
	Aid to Indians to enable them to build Houses, &c.			
D. Egan	Lumber	30 89		
J. Barclay	do	32 78		
H. Yeo	do	99 14		
S. Glover	Carpenter work	47 67		
F. Arsenault	Fishiug boat, anchor, &c	50 00		
				260 48
Stationery Office	Stationery		0 48	
	Total Expenditure			2,000 00
				2,000 00

L. VANKOUGHNET,
Deputy Supt.-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

GENERAL ACCOUNT—IND'ANS OF MANITOBA AND NORTH-WEST.

With 9 Subsidiary Statements "A" to "I" following.

APPROPRIATIONS	Amount.	Total.	EXPENDITURE	Amount.	Total.
	$ cts.	$ cts.		$ cts.	$ cts.
For the payment of annuities under Treaties 1, 2, 3, 4, 5, 6, 7	186,540 00		In paying annuities and arrears of annuities under Treaty 1	20,580 00	
Commutation of annuities	1,000 00		do do do 2	5,953 00	
Supplementary appropriation to cover over-expenditure on account of Treaties 1, 2, 4, 5, 6, less the sum under-expended under Treaties 3 and 7	30,462 00		do do do 3	14,975 00	
			do do do 4	9,024 00	
			do do do 5	17,130 00	
			do do do 6	81, 47 00	
			do do do 7	39,123 00	
			In commutation of the annuity of Harriet Hunt.	50 00	
		218,002 00			217,832 00
For the purchase of agricultural implements, cattle, seed, grain, tools, ammunition and twine under Treaty stipulations	44,420 00		In the purchase of agricultural implements, seed, grain, cattle, tools, ammunition and twine, under Treaty 1	5,365 31	
Supplementary appropriation to cover over-expenditure under Treaties 5, 6, 7, less the under-expenditure under Treaties 1, 2, 3, 4	13,050 00		do do do 2	747 80	
			do do do 3	3,091 95	
			do do do 4	4,671 19	
			do do do 5	5,444 11	
			do do do 6	25,949 36	
			do do do 7	5 007 92	
		57,470 00			50,277 61
For the purchase of provisions for Indians assembled to receive annuities and for the relief of distress	56,930 00		In the purchase of provisions to be distributed during annuity payments under Treaty 1	1,759 76	
Supplementary appropriation to provide for additional purchase of provisions to be distributed during Treaty payments and to provide against the probability of famine during the winter of 1879-80	84,452 00		do do do 2	668 12	
			do do do 3	1,970 70	
			do do do 4	27,865 35	
			do do do 5	1,842 51	
			do do do 6	31,189 71	
			do do do 7	11,304 15	
			Provisions purchased for distribution to destitute Indians	66,448 04	
Second supplementary appropriation to meet unforeseen expenditure	16,190 22		Provisions supplied to farming Instructors	14,523 88	
		157,572 22			157,572 22
For the purchase of the triennial supply of clothing under Treaties 3 and 6	5,520 00		In the purchase of the clothing required for Chiefs and Headmen, under Treaties 3 and 6, packing, freight, &c., and for some additional clothing to be stored		5,642 27
Supplementary grant to cover unforeseen expenditure	122 27				
		5,642 27			

To pay salaries to school teachers, to purchase school materials and to cover cost of school buildings		11,000 00
For the survey of Indian Reserves	15,000 00	
Supplementary grant to cover unforeseen expenditure	4,131 28	
		19,131 28
For the Sioux in Manitoba and the North-West		7,000 00
To provide for the payment of wages to Instructors in farming	11,250 00	
Supplementary grant to cover unforeseen expenditure	10,000 00	
		21,250 00
To meet the general expenses in Manitoba and the North-West	39,435 00	
Supplementary grants to provide for the erection of houses and barns on industrial farms	17,500 00	
Expenses in connection with the farms	47,498 00	
To cover further unforeseen expenditure	19,556 23	
		123,989 23
		621,057 00

In the payment of salaries to school teachers	2,684 00	
In the purchase of school books, &c.	165 45	
		2,849 45
In meeting the cost of the surveys under Treaty 3	6,911 30	
In meeting the cost of the surveys under Treaty 6	5,350 70	
In meeting the cost of the surveys under Treaty 7	6,869 28	
		19,131 28
In paying the salary and travelling expenses of the Agent at Bird Tail Creek	1,627 75	
In the purchase of provisions	35 95	
Garden and field seeds	221 05	
Implements and tools, ammunition, &c	491 52	
Cattle	1,510 00	
Clothing, medicines, &c	57 05	
		3,973 32
Wages paid to the Instructors	9,694 41	
Wages paid to laborers and others employed on the farms	10,172 45	
		19,866 86
Payment of salaries, &c	23,934 17	
Travelling expenses	10,055 10	
Rent, fuel, light, telegrams, printing and advertising, medicines and medical attendance	11,337 62	
Miscellaneous expenditure	19,428 85	
Expenses in connection with the office of the Indian Commissioner	7,688 76	
Expenses in connection with the office of Inspector of farming agencies	2,485 18	
Expenses incurred in the establishment and maintenance of farms	62,704 91	
		137,664 59
Total Expenditure		614,859 63
Unexpended balance		6,197 37
		621,057 00

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.
ROBERT SINCLAIR,
Accountant.

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Annuities under Treaties 1, 2, 3, 4, 5, 6 and 7.				
		Legislative Appropriation for 1879-80:				
Vote 163		For Treaties Nos, 1 and 2 ..... No. 1.		20,375 00		
		" 2.		5,445 00		
					25,820 00	
		Treaty No. 3			15,025 00	
		4			38,125 00	
		5			15,775 00	
		6			50,170 00	
		7			41,625 00	
232 Supplementary Estimates		Commutation of annuities			1,000 00	
		To cover ascertained over-expenditure in the payment of the annuities under Treaty No. 1		205 00		
		2		508 00		
		4		899 00		
		5		1,355 00		
		6		30,997 00		
				33,964 00		
		Less—Unexpended balances of the appropriations for Treaties Nos. 3 and 7, and for commutation of annuities		3,502 00		
					30,462 00	
						218,002 00
		Expenditure.				
		Treaty No. 1.				
		9 Chiefs, each 25 00		225 00		
		34 Headmen do 15 00		510 00		
		3,727 Indians do 5 00		18,635 00		
				19,370 00		
		Arrears.				
		2 Headmen, for 1876	20 00			
		1 do 1878	10 00			
		117 Indians, for 1871, each 3 00	351 00			

19	do	1872, do 3 00	57 00		
6	do	1873, do 3 00	18 00		
20	do	1874, do 3 00	60 00		
19	do	1875, do 5 00	95 00		
2	Indians, balances, for	1875, each 2 00	4 00		
35	Indians, for	1876, each 5 00	175 00		
15	do	1877, do 5 00	75 00		
36	do	1878, do 5 00	180 00		
33	Indians, belonging to Portage la Prairie, paid at Qu'Appelle, each 5 00			1,045 00 165 00	
					20,580 00
		Treaty No. 2.			
7	Chiefs,	each 25 00		175 00	
29	Headmen	do 15 00		435 00	
997	Indians	do 5 00		4,985 00	
				5,595 00	
		Arrears.			
24	Indians, for	1872, each 3 00	72 00		
25	do	1873, do 3 00	75 00		
12	do	1874, do 3 00	36 00		
2	do	1875, do 5 00	10 00		
5	do	1876, do 5 00	25 00		
11	do	1877, do 5 00	55 00		
17	do	1878, do 5 00	85 00		
				358 00	
		Treaty No. 3.			5,953 00
30	Chiefs,	each 25 00		750 00	
84	Headmen	do 15 00		1,260 00	
2,589	Indians	do 5 00		12,945 00	
				14,955 00	
		Arrears.			
2	Indians, for	1878 and 1879		20 00	
					14,975 00
		Treaty No. 4.			
27	Chiefs,	each 25 00		675 00	
88	Headmen	do 15 00		1,320 00	
,761	Indians	do 5 00		28,805 00	
				30,800 00	
		Carried forward		30,800 00	41,508 00 218,002 00

INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		30,800 00	41,508 00	218,902 00
		Expenditure—*Continued.*				
		Treaty No. 4—Concluded.				
		Arrears.				
Vote 163		139 Indians, for 1874, each 12 00	1,668 00			
		146 do 1875, do 5 00	730 00			
		33 do 1876, do 12 00	396 00			
		234 do 1876, do 5 00	1,170 00			
		2 Headmen, for 1877, each 10 00	20 00			
		206 Indians, for 1877, do 5 00	1,030 00			
		1 Chief, for 1878	25 00			
		1 Headman, for 1878	15 00			
		2 Headmen, for 1878, each 10 00	20 00			
		622 Indians, for 1878, each 5 00	3,110 00			
				8,184 00		
		Errors.				
		1 Headman, paid twice for 1879	15 00			
		5 Indians do	25 00			
				40 00		
					39,024 00	
		Treaty No. 5.				
		9 Chiefs, each 25 00		225 00		
		25 Headmen do 15 00		375 00		
		3,124 Indians do 5 00		15,620 00		
				16,220 00		
		Arrears.				
		30 Indians, for 1875, each 5 00	150 00			
		62 do 1876, do 5 00	310 00			
		2 do 1877, do 5 00	10 00			
		88 do 1878, do 5 00	440 00			

		910 00	
			17,130 00
Treaty No. 6.			
34 Chiefs, each 25 00		850 00	
118 Headmen do 15 00		1,770 00	
8,356 Indians do 5 00		41,780 00	
		44,400 00	
Arrears.			
8 Chiefs	245 00		
27 Headmen	370 00		
1,938 Indians, each 12 00	23,256 00		
2,543 do 5 00	12,715 00		
		36,586 00	
		80,986 00	
Over-payments		61 00	
			81,047.00
Treaty No. 7.			
10 Chiefs, each 25 00		250 00	
1 Headman	20 00		
47 Headmen, each 15 00	705 00		
		725 00	
7,491 Indians do 5 00		37,455 00	
		38,430 00	
Arrears.			
34 Indians, for 1877, each 12 00	408 00		
55 do 1878, do 5 00	275 00		
		683 00	
Errors.			
2 Indians overpaid		10 00	
			39,123 00
Carried forward			217,832.00 218,002 00

INDIANS OF MANITOBA AND NORTH-WEST—*Co inued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			217,832.00	218,002 00
		Expenditure—*Concluded.*				
		Treaty No. 7—Concluded.				
		Commutation of Annuity.				
Vote 163		Mrs. Harriet Hunt, of St Peter's Reserve, the only applicant : 10 Years' purchase, at 5 00.			50 00	
		Total expenditure				217,882.00
		Amount un-expended				120.00

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

Department of the Interior,
Indian Branch, Ottawa, 30th June, 1880

Robt. Sinclair,
Accountant.

B.—INDIANS OF MANITOBA AND NORTH-WEST

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Agricultural Implements, Cattle Seed-grain, Tools, Ammunition and Twine furnished under the Treaties.				
		Legislative Appropriation for 1879-80.				
Vote 164		For Treaties 1 and 2			7,680 00	
		Treaty 3			3,200 00	
		do 4			6,500 00	
		do 5			4,540 00	
		do 6			10,500 00	
		do 7			12,000 00	
						44,420 00
		Supplementary Estimates				13,050 00
						57,470 00
		Expenditure.				
		For Treaty No. 1.				
A. E. Hespeler	For 18 hoes		11 25			
do	Case		0 50			
J. H. Ashdown	24 ploughs		468 00			
do	10 do		210 00			
do	38 harrows		399 00			
do	20 spades		20 00			
do	46 scythes		32 20			
do	46 snaiths		27 60			
do	5½ doz. axes		44 00			
do	200 lbs. grindstones		6 30			
A. Wright	Harness		48 00			
				1,266 85		
Johnson, Rocan & Co.	Yoke cattle			485 00		
H. G. McMicken	570 bushels seed potatoes		598 50			
do	245 bags for potatoes		49 00			
		Carried forward	647 50	1,751 85		57,470 00

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts	$ cts	$ cts	$ cts.
		Brought forward	647 50	1,751 85		57,470 00
		Expenditure—*Continued.*				
		For Treaty No. 1—Concluded.				
Vote 164	H. G. McMicken	For Freight on seed	80 58			
	N. Baulf	Seed barley	175 00			
	do	Bags	13 27			
	A. Rinskopf	Seed potatoes	60 00			
	J. Robertson	Wheat	7 50			
	do	Barley	6 00			
	do	Peas	7 50			
	D. McMillan	Seed wheat	183 75			
	R. R. Keith	Garden seeds	28 24			
	M. Cummins	Seed potatoes	27 00			
	do	Corn	5 00			
	H. A. Shirton	Potatoes	21 45			
	D. Morrison	do	37 80			
	S. Anderson	Corn	4 38			
	Steamer "Lady Ellen"	Passage of Agent Young disbursing seed	7 50			
	Hudson Bay Co.	Potatoes	100 00			
	do	Wheat	12 00			
	do	Barley	7 20			
	do	Sacks	1 00			
	C. de Cazes	Barley	118 80			
	do	Potatoes	369 00			
	do	Sacks	14 72			
	do	Potatoes	16 20			
	do	Barley	80 04			
	do	Potatoes	168 00			
	do	Barley	154 38			
	do	Potatoes	222 00			
	do	Sacks	18 56			
	do	Bags	19 50			
	Brown, Oldfield & Co.	Garden seeds for all bands	61 11			
	J. D. McKay	4½ bushels corn for Long Plain	10 35			

D. Morrison	42 do potatoes	52 50		
M. Cummings	72 do do	81 00		
			2,818 83	
J. H. Ashdown	21 kegs powder	120 75		
Thos. Howard	971 lbs. fishing twine	457 50		
Morland, Watson & Co.	1,475 lbs. shot	110 62		
Brown & Rutherford	8 cases for powder	5 76		
			694 63	
Mrs. M. Hunt	Commutation for her share in distribution of implements		100 00	
	Total Expenditure, Treaty No. 1			5,365 31
	For Treaty No. 2.			
Isaac Cowie	For Freight of implements		104 11	
J. McKay	Keep of 10 head of cattle, 2 months		30 00	
Caddy & Smith	7 bushels peas	10 50		
do	5 sacks	1 75		
W. H. Disbrowe	Garden seeds	6 33		
P. J. Brannen	10 bushels barley	7 00		
J. McKay	5 do corn	12 50		
Hudson Bay Co.	10 do barley	6 50		
do	4 do wheat	2 40		
do	Freighting and sacks	25 45		
Robt. R. Keith	Garden seeds	17 61		
Isaac Cowie	110 bushels potatoes	151 25		
J. Sumner	Seed grain	2 00		
Hudson Bay Co.	20 bushels seed potatoes	20 00		
Brown, Oldfield & Co.	Garden seeds for all bands	36 08		
			299 37	
J. H. Ashdown	8 kegs powder	46 00		
Brown & Rutherford	2 cases for powder	1 44		
Thos. Howard	318 lbs. fishing twine	150 16		
Morland, Watson & Co.	600 lbs. shot	45 00		
Hudson Bay Co.	Ammunition and twine	71 72		
			314 32	
	Total Expenditure, Treaty No. 2			747 80
	For Treaty No. 3.			
J. Penrose	For 1 cart	3 00		
do	1 set harness	12 00		
J. H. Ashdown	18 scythes and snaiths	23 40		
do	1 hay fork	0 48		
	Carried forward	38 88	6,113 11	57,470 00

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	38 88		6,113 11	57,470 00
		Expenditure—*Continued.*				
		For Treaty No. 3—Concluded.				
Vote 164	T. Hooper	For Freight	10 00			
				48 88		
	J. Penrose	2 oxen	140 00			
	M. Morrison	Feeding 3 head of cattle, 5 months	30 00			
	Amos Wright	Payment to W. Pritchard for wintering 2 bulls, 5 months	80 00			
	J. Taillfer	1 working ox	60 00			
	A. Wright	5 set ox harness with chains	45 00			
	J. Brown	1 working ox	60 00			
	do	Feeding 2 oxen, 4 days	3 00			
	J. Penrose	3 working oxen	204 00			
	do	4 cows	150 00			
	do	1 bull	33 00			
	Mulholland Bros.	22 lbs. rope for oxe	4 40			
	E. McColl	Travelling expenses, purchasing cattle	3 75			
	Roberts & Sinclair	Hire of horse and cutter	10 00			
	McGregor Bros	Hay for cattle	3 43			
	Tribune Printing Co	Advertising for tenders for cattle	5 25			
	Roberts & Sinclair	Horse and cutter, 1½ days	6 00			
	J. Brown	Keep of ox, 3 days	1 00			
	R. Pither	Transport of cattle to various destinations	140 00			
				978 83		
	R. J. N. Pither	70 bushels seed potatoes	70 00			
	G. McPherson	123 do do	123 00			
	Hudson Bay Co	Freight of 650 lbs. potatoes to Lac Seul	39 00			
	Brown, Oldfield & Co.	Garden seeds for all bands	51 05			
				283 05		
	J. H. Ashdown	1 grindstone	2 10			
	do	1 tool chest	30 00			
	Hudson Bay Co	1 cross-cut saw	4 50			
	J. H. Ashdown	1 dozen goose necks for pitsaws	12 00			
				48 60		

Kavanagh Bros.	38,000 gun caps	24 70		
J. H. Ashdown	47 kegs powder	270 25		
Brown & Rutherford	10 cases for powder	7 20		
Thos. Howard	1,203 lbs. fishing twine	571 38		
Morland, Watson & Co.	3,000 lbs. shot	225 00		
M. K. Street	500 do	50 00		
do	12,000 gun caps	12 00		
			1,160 53	
	The undermentioned articles were purchased for the four bands under Treaty No. 3 on the Thunder Bay District:			
Kavanagh Bros.	Freight of 3,299 lbs. of implements—Mattawan, 547 lbs.; Lac Seul, 1,100; Couchiching, 1,652	203 41		
Amos Wright	Payment to W. Pritchard for pasturing 2 bulls from 10th May to 1st July	6 00		
do	Payment to A. McVicar, P. A. Landing, pasturing and care of 2 bulls, 1 cow and yoke of oxen from 15th October to 19th December	20 00		
Marvin Burk	Garden and field seeds	54 95		
do	30 bushels potatoes	37 50		
do	Sacks for above	12 40		
R. Maitland	81 bushels seed potatees	60 75		
do	27 bags for same	6 75		
do	Cartage to railway station	0 50		
M. K. Street	102 lbs. gilling twine	91 80		
do	66 lbs. sturgeon twine	33 00		
do	150 lbs. powder	45 00		
			572 06	
	Total Expenditure, Treaty No. 3			3,091 95
	For Treaty No. 5.			
A. E. Hespeler	For 138 hoes	86 25		
do	Case	1 00		
J. H. Ashdown	152 axes	101 32		
do	28 scythes and snaiths	11 20		
do	50 spades	50 00		
do	4 ploughs	84 00		
do	10 ploughs	195 00		
do	14 harrows	147 00		
do	56 scythe stones	28 23		
			704 01	
J. Rocan & Co.	2 yoke oxen	270 00		
do	1 cow	35 00		
Wm. Robinson	Transport of 7 head of cattle to Black River	105 00		
do	do do Grand Rapids	350 00		
	Carried forward	760 00	704 01	9,205 06	57,470 00

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts	$ cts	$ cts.
		Brought forward	760 00	704 01	9,205 06	57,470 00
		Expenditure—*Continued.*				
		For Treaty No. 5—Concluded.				
Vote 164.	W. McKay	For 60 bushels of seed potatoes for Bear River	60 00			
	Hudson Bay Co.	12 cows	600 00			
	do	5 oxen	375 00			
	do	3 bulls	150 00			
	do	Transport from Carlton to Cumberland and the Pas.	240 00			
	do	2 oxen	80 00			
	do	2 cows	60 00			
				2,325 00		
	H. G. McMicken	361 bushels potatoes	764 85			
	do	Freighting seed, 274 lbs	3 21			
	R. R. Keith	Garden seeds	22 07			
	Hudson Bay Co.	225 bushels potatoes	337 50			
	A. McKay	Expenses while distributing seed grain	139 25			
	Steamer "Lady Ellen"	Agent McKay's passage while distributing grain	42 50			
	Hudson Bay Co.	100 bushels potatoes	100 00			
	Brown, Oldfield & Co.	Garden seeds for all Bands	5 48			
	do	Seed grain and potatoes	417 05			
				1,831 91		
	Thos. Wiley	Freight on goose necks to Assabaskasing		2 00		
	J. H. Ashdown	21 kegs powder	120 75			
	Brown & Rutherford	6 cases for powder	4 32			
	T. Howard	644 lbs. fishing twine	298 84			
	Morland, Watson & Co.	1,600 lbs. shot	120 00			
	Hudson Bay Co.	87 lbs. fishing twine for Fisher River	37 28			
				581 19		
		Total Expenditure, Treaty No. 5			5,444 11	
		Total Expenditure for Manitoba			14,649 17	

	For Treaty No. 4.			
A. E Hespeler	For 100 hoes	62 50		
do	Case	1 00		
J. H. Ashdown	8 ploughs	168 00		
do	40 spades	40 00		
do	52 scythes and snaths	67 60		
do	$8\frac{4}{12}$ dozen axes	58 33		
Hudson Bay Co	2 dozen sickles	9 00		
do	3 scythes	12 00		
			418 43	
do	4 steers	100 00		
do	3 heifers	75 00		
do	1 bull	30 00		
do	3 cows	165 00		
do	4 oxen	300 00		
do	4 sets ox harness	20 00		
do	2 do	6 00		
do	6 lbs. rope for reins	1 80		
do	5 cows for Chief Kuschekouse	171 00		
do	5 do Keys and Duck Bay Bands.	275 00		
			1,143 80	
G. Wonacott	Ploughing and planting two acres for "Little Child," Salteaux Reserve	5 00		
Hudson Bay Co	$4\frac{1}{2}$ lbs. garden seeds	4 68		
			9 68	
J. H, Ashdown	3 pit saws	12 00		
Morland, Watson & Co	3 cross-cut saws	4 73		
			16 73	
I. G. Baker & Co	Ammunition for sundry bands	75 43		
	For annuity payments at Fort Walsh :—			
do	1,450 lbs. bullets	188 50		
do	2,000 rounds R.F. cartridges	26 90		
do	1,000 do C.F. do	16 99		
do	900 do C.F. do	27 90		
do	1,750 do R F. do	36 75		
do	310 lbs powder	232 50		
do	Ammunition and twine to Fort Walsh	89 10		
do	2 kegs powder to enable Indians to hunt	30 00		
J. H. Ashdown	$2\frac{1}{10}$ thousand cartridges	41 10		
do	94 kegs powder	510 50		
Brown & Rutherford	31 cases for powder	22 32		
T. Howard	612 lbs. fishing twine	287 64		
	Carried forward	1,618 63	1,568 64	14,619 17	57,470 0[illegible]

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	1,618 63	1,788 64	14,649 17	57,470 00
		Expenditure—*Continued.*				
		For Treaty No. 4—Concluded.				
Vote 164	T. Howard	For 935 lbs. twine	491 48			
	Hudson Bay Co.	448 lbs. shot	51 52			
	do	1,000 cartridges	18 00			
	do	225 lbs. powder	230 67			
	do	552 lbs. shot	138 12			
	do	83 skeins fishing twine	45 35			
	do	25 cartridges	0 75			
	do	120 lbs. fishing twine	120 90			
	Morland, Watson & Co.	2,175 lbs. shot	163 13			
	do	2,400 lbs. ball	201 00			
				3,082 55		
		Total Expenditure, Treaty No. 4			4,671 19	
		For Treaty No. 6.				
	A. E. Hespeler	For 1,014 hoes	633 75			
	do	Case	8 00			
	A. Wright	16 sets harness	128 00			
	J. H. Ashdown	63 ploughs	1,323 00			
	do	63 harrows	661 50			
	do	148 scythes	192 40			
	do	148 hay forks	70 92			
	do	158 spades	153 00			
	do	4 mills	121 00			
	Hudson Bay Co.	2 sickles	3 00			
	do	Freight of 500 lbs. axes and hoes	7 50			
	J. McDonald	Implements	40 14			
	Mahoney & McDonald	Sundry implements	11 55			
	C. Thompson	Repairs to Indian implements and waggon	12 75			
				3,371 51		

Rev T. Clarke	1 yoke oxen	150 00			
T. Dafreuse	Horse for Chief Matkays	70 00			
Mahoney & McDonald	3 sets harness	15 00			
L. Coutour	1 cow	50 00			
P. Daigneault	1 do	50 00			
R. Scott	8 oxen	440 00			
do	2 carts	60 00			
G. Marchand	Horse for Chief Bobtail	80 00			
P. Ballendine	2 cows	100 00			
L. Coutour	1 yoke oxen	150 00			
A. J. Prongua	1 ox	45 00			
Hudson Bay Co	1 cow and calf for Chief Mosquito	50 00			
Norris & Logan	Wintering 25 head of cattle	119 50			
T. McKay	18 cows	900 00			
do	5 bulls	300 00			
do	Driving 16 head of cattle	24 00			
A. Sufferin	25 tons of hay	100 00			
do	13 tons, 16 cwt. of hay	59 00			
do	3 do 16 do	13 30			
Hamilton & McFarlane	40 do hay	200 00			
do	13 do do	78 00			
Norris & Logan	12 cows	540 00			
do	8 oxen	536 00			
do	2 bulls	90 00			
do	3 cows	165 00			
J. Longmore	1 working ox for "Strike Him,"	60 00			
H. Phipps	1 do do	80 00			
A. McKay	3 draught oxen	225 00			
do	1 plough ox for Fort Pitt chiefs	75 00			
D. McLeod, per F. Oliver	2 work oxen	160 00			
do	4 oxen	300 00			
			5,284 80		
Roman Catholic Mission, Fort Pitt	3 bushels of potatoes	6 00			
P. Ballendine	150 bushels of oats	112 50			
Hudson Bay Co	Sundries supplied various Bands	535 80			
P. C. Pembrun	15 bushels wheat	37 50			
J. Harnois, per F. A. Smart	45 do	101 25			
C. Fraser, per F. A. Smart	101 37/48 bushels barley	101 77			
K. McDonald	40 bushels potatoes	40 00			
Norris & Logan	100 do	100 00			
James Price	Barley, oats and potatoes	79 47			
do	6 sacks	4 50			
D. McLeod	385 21/60 bushels wheat, at Edmonton	642 04			
W. Cust	100 do do	225 00			
	Carried forward	1,985 83	8,656 31	19,320 36	57,470 00

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	1,985 83	8,656 31	19,320 36	57,470 00
		Expenditure—*Continued.*				
		For Treaty No, 6--Concluded.				
Vote 16,	J. B. Arcand	For Freight of 6,000 bushels wheat, Duck Lake to Eagle Hills.	120 96			
	H. Reilly	124 bushels potatoes	155 00			
	W. Cust	2½ do wheat	5 62			
	Norris & Logan	100 do potatoes	100 00			
	D. McLeod, per F. Oliver	60 do wheat	135 00			
	P. Pembrun	30 do potatoes	45 00			
	C. Mair	106 22/48 do barley, for Fort Pitt	316 00			
	P. Pembrun	20 do potatoes	23 00			
	C. Mair	50 do barley	50 00			
	R. Scott	40 do oats, and freight of same	130 00			
	P. C. Pembrun	70 do potatoes for "Strike Him"	80 50			
	R. Scott	20 do barley	30 00			
	Hudson Bay Co	4 do do	8 00			
	McFarlane Bros	65½ do potatoes	98 25			
	Hon. D. Laird	1 do barley and 1 of wheat	3 50			
	P. G. Laurie	Garden seeds	2 80			
	P. Erasmus	4 bushels wheat	9 00			
	do	3 do barley	4 50			
	R. Scott	33½ do potatoes	67 00			
	do	64 do barley	96 00			
	do	30 do wheat	75 00			
	D. McKay	200 do barley	480 00			
	do	353 do potatoes	866 07			
	do	78 do oats	97 50			
	do	Freight of 2,652 lbs. of oats to Battleford	53 04			
	R. C. Mission, Fort Pitt	150 bushels of potatoes	150 00			
	do	45 do do	67 50			
	N.-W. Mounted Police	20 do oats	30 00			
	do	116 do potatoes	137 50			
	do	50 do oats	62 50			
	do	150 do barley	247 50			

do ...	150 do oats	187 50			
do ...	Freight	2 89			
M. Ouillette	Potatoes and freight on same	50 45			
Stobart, Eden & Co.. ...	Seed grain and sundries	851 06			
R. Scott.....	26½ bushels potatoes	53 00			
Hudson Bay Co.....	Seed wheat, twine and ammunition.	90 23			
J. Longmore.	Freight, oats and barley to Fort Pitt	51 59			
P. Ballendine.....	55 bushels oats	79 50			
do	Freight of 105 bushels of oats	102 00			
			7,[illegible]0 79		
Kavanagh Bros	5 dozen saw files	6 00			
Morland, Watson & Co...	5 cross cut saws	7 88			
do ...	50 saw files	5 00			
J. H. Ashdown.	500 axes	291 66			
do	5 grindstones	9 83			
do	5 pit-saws	20 00			
do	5 tool chests	150 00			
do	2½ dozen hand-saws	24 30			
do	2½ do augers	12 30			
do	45 hand-saw files	3 38			
do	5 tellers and boxes	3 25			
W. Ballendine.....	5 lbs. nails	1 25			
do	5 saw files	0 75			
do	Auger	0 75			
C. P. Telegraph Co..	1 pit-saw for "Strike Him"	8 00			
Mahoney & McDonald.....	Sundry tools	50 90			
J. Little.....	2 pit-saws	16 00			
do	4 lbs. nails	0 80			
N.-W. Mounted Police...	Goose-neck and repairs	4 00			
Mahoney & McDonald.....	2 axes	4 50			
do ...	2 axes and saw-file	3 75			
N.-W. Mounted Police....	3 goose-necks and repairs	9 25			
J. Price.....	1 cross cut-saw	6 00			
P. Ballendine.....	2 axes	3 25			
Hudson Bay Co	Tools, implements and seed grain	390 84			
Mahoney & McDonald.....	Sundry tools	51 80			
D. McIver	1 broad axe for "Strike Him"	4 00			
P. Ballendine.....	2 axes, Chiefs "Thomas" and "Sky Boy"	5 00			
do	Axe and auger	3 75			
N.-W. Mounted Police.....	2 goose-necks	1 00			
			1,099 19		
P. Erasmus	1 plough coulter	1 50			
R. T. Haslam..	16 Red River carts	256 00			
T. Lusteed.	2 sets wagon boxes	2 00			
Hudson Bay Co	1 cart	16 25			
Mahoney & McDonald.....	1 do	15 00			
P. Ballendine.....	1 do iron bound	40 00			
	Carried forward	330 75	16,986 29	19,320 36	57,470 00

B.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward.....	330 75	16,986 29	19,320 36	57,470 00
		Expenditure—*Continued.*				
		For Treaty No. 6—Concluded.				
Vote 164.....	W. Lennie.....	For Repairs to plough.....	20 00			
	D. McIver.....	Hire of 3 flat sleds.....	15 00			
	do	do oxen and sleds.....	31 00			
	G. Marchand.....	4 sleds for Indians.....	25 00			
				421 75		
	J. H. Ashdown.....	5,000 cartridges.....	66 25			
	do	1,500 do	31 50			
	do	76 kegs powder.....	437 00			
	Brown & Rutherford.....	18 cases for powder.....	12 96			
	T. Howard.....	1,328 lbs. fishing twine.....	627 40			
	Morland, Watson & Co...	4,700 lbs. shot.....	352 50			
	do	2,900 lbs. ball.....	246 50			
	T. Howard.....	1,868 lbs. twine.....	976 72			
	Hudson Bay Co.....	Powder, shot and twine.....	191 38			
	do	do do cartridges.....	161 55			
	C. Smith.....	do do do	148 75			
	H. Beaudry.....	do do do	94 00			
	R. Scott.....	do do do	37 50			
	P. Ballendine.....	Powder and shot.....	49 50			
	Hudson Bay Co.....	Ball and flints.....	4 74			
	R. Gerrie & Co.....	150 lbs. shot.....	36 00			
	Mahoney & McDonald.....	Ammunition and twine.....	33 20			
	Hudson Bay Co.....	Ammunition, &c., to various Bands.....	1,107 32			
	do	do do	465 35			
	do	Twine, sawfile and auger.....	6 75			
	P. Pruden.....	Twine, for Chippewas and Beaver Lake Indians.....	38 00			
	Hudson Bay Co.....	Cod line and gunpowder.....	3 50			
	P. Ballendine.....	Ammunition.....	0 42			
	A. Batacher.....	Shot.....	22 50			
	Mahoney & McDonald.....	Ammunition.....	8 75			
	Hudson Bay Co.....	do and twine.....	1,126 20			
				6,286 24		

T. Howard	Freighting implements, carts and powder to various points under contract		1,815 51		
A. McDonald	Freight of powder, shot and twine to Reserves		25 00		
C. Favel	do 1,800 lbs. to Qu'Appelle		48 00		
Hudson Bay Co.	do ammunition, Prince Albert to Carlton		1 23		
E. Sayers	Advance on account of freighting		10 00		
S. Ballendine	Freight to Eagle Hills		5 00		
Hudson Bay Co.	Freight of 875 lbs. implements, Pitt to Lac La Biche		26 06		
J. Ross	do 150 lbs. shot, Battleford to Carlton		2 00		
J. Pritchard	do 4,216 lbs. grain		34 99		
R. Scott	do 3,600 lbs		60 00		
do	do 98 bushels barley		171 50		
do	do 30 do wheat		52 50		
N. Laundry	do 732 do potatoes to Little Saskatchewan		3 29		
				2,255 08	
	Total Expenditure Treaty No. 6				25,949 36
	For Treaty No. 7.				
I. G. Baker & Co.	For 1 breaking plough for Piegans		35 00		
do	1 extra shear for Piegans		2 50		
A. E. Hespeler	100 hoes		62 50		
do	Case		1 00		
J. H. Ashdown	5 harrows		52 50		
do	2 doz. axes		14 00		
I. G. Baker & Co.	5 ploughs		125 00		
do	8⅔ doz spades		71 00		
do	8⅓ do		73 00		
do	8 breaking ploughs		280 00		
do	Sundry tools and implements		138 28		
				854 78	
J. R. Scott	Herding Indian cattle, 1 month		210 35		
C. J. H. Christie	1 box fish hooks		2 00		
J. R. Scott	Herding Indian cattle, July		227 68		
do	do do 5 mos	1,000 00			
	Less provisions supplied	36 50			
			963 50		
I. G. Baker & Co.	J. R. Scott's wages for herding Indian cattle, September and October, 1879	500 00			
	Less Quartermaster's stoppages	31 12			
			468 88		
N. W. Mounted Police	Stoppages as above		31 12		
				1,903 53	
	Carried forward			2,758 31	45,269,72 57,470 00

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		2,758 31	45,269 72	57,470 00
		Expenditure—*Concluded.*				
		For Treaty No. 7—Concluded.				
Vote 164.	C. Ryan	For 5,104 lbs. potatoes	204 16			
	do	20 lbs. onions	2 00			
	J. Dunbar	92 lbs. peas for Piegans	3 68			
				209 84		
	I. G. Baker & Co.	1⅓ doz. hand axes, Blackfeet	28 00			
	do	3 cross-cut saws and handles	21 75			
	do	2 sets pulley blocks	30 00			
	do	Side harness leather	11 56			
				91 31		
	do	3 carbines for minor Chiefs	90 00			
	do	57,600 cartridges	800 72			
	do	40 kegs powder	480 00			
	do	32,000 gun caps	40 00			
	do	2,240 lbs. ball	280 00			
	T. C. Power & Bro	Bullets	20 00			
	J. Mellsett	410 lbs. ammunition	8 00			
	Klinschmidt Bros.	6 doz. fish hooks	1 25			
	I. G. Baker & Co.	1 box do	5 00			
	do	Ammunition	13 00			
	E. Wills	2 fishing nets	15 00			
	T. C. Power & Bro	Ammunition	36 35			
				1,789 32		
	do	Pair of steelyards	5 00			
	N. W. Mounted Police	Auger handles, knives, &c	154 14			
				159 14		
		Total Expenditure, Treaty No. 7			5,007 92	

		Total Expenditure, Manitoba and North-West.....	.....	.....	0,277 64
		Unexpended balance of credit.....	.....	.....	7,192 36

L. VANKOUGHNET,
Deputy Superintendent General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Provisions for Indians assembled to receive Annuities; and also for Relief accorded under the Treaties.				
Vote 165		Legislative appropriation for 1879-80			56,930 00	
		Supplementary Estimates Supply Bill, Schedule A			84,452 00	
		To be provided for by the Supplementary Estimates under the authority of His Excellency the Governor General's Warrant, the issue of which was recommended by Order in Council dated 16th June, 1880			16,190 22	
						157,572 22
		Expenditure.				
		For Treaty No. 1.				
Kavanagh Bros		For 37 brls. pork	582 75			
do		5 half brls. pork	41 90			
do		268 sacks flour	522 60			
do		180 extra flour sacks	42 63			
Geo. Wishart & Co		750 lbs. tea	240 00			
W. H. Lyon		400 lbs. tobacco	174 00			
do		16 sacks flour	41 60			
do		4 brls. pork	62 00			
do		19 lbs. tobacco	8 27			
do		46 lbs. tea	16 10			
do		Freight of 2,025 lbs. to Lower Fort	5 06			
do		do 3,046 do Portage la Prairie	22 85			
		Total Expenditure, Treaty No. 1		1,75 7		
		For Treaty No. 2.				
Kavanagh Bros		For 8 brls. pork	126 00			
do		3 half brls. pork	25 14			
do		16 sacks flour	31 20			

Geo. Wishart & Co.	191 lbs. tea	61 12		
W. H. Lyon	96 lbs. tobacco	41 76		
D. McRae	Freight of 2,024 lbs. to Manitoba House	50 60		
W. Smith	106 sacks flour, delivered at various points within Treaty No. 2	332 30		
	Total Expenditure, Treaty No. 2		668 12	
	For Treaty No. 3.			
Kavanagh Bros	For 7 brls. pork	110 25		
do	31 half brls. pork	259 78		
do	180 sacks flour	351 00		
Geo. Wishart & Co.	446 lbs. tea	142 72		
W. H. Lyon	223 lbs. tobacco	97 00		
	The undermentioned articles were purchased for the four Bands under Treaty No. 3, within the Thunder Bay District.			
M. Street & Bro.	For 2 brls. flour	12 00		
do	2 brls. pork	31 00		
do	76 lbs. tobacco	38 00		
do	4 lbs. tea	3 00		
do	Matches, &c	1 97		
J. Christensen	Sundry small supplies furnished to Agent Mathews at Lac Mille Lacs, in May, June, July and August, 1879	10 55		
Kavanagh Bros	Freight of 1,797 lbs. to Mattawan	89 85		
do	do 4,801 lbs. to Lac Seul	552 11		
do	do 9,049 lbs. to Couchiching	271 47		
	Total Expenditure, Treaty No. 3		1,970 70	
	For Treaty No. 5.			
Kavanagh Bros	For 27 brls. pork	425 25		
do	5 half brls. pork	41 90		
do	236 sacks flour	460 20		
Geo. Wishart & Co.	588 lbs. tea	188 16		
W. H. Lyon	292 lbs. tobacco	127 00		
Kavanagh Bros	Payment of freighting account, Treaty No. 5	600 00		
	Total Expenditure, Treaty No. 5		1,842 51	
	Carried forward		6,241 09	157,572 22

C.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		6,241 09		157,572 22
		Expenditure—*Continued.*				
		For Treaty No. 4.				
Vote 165	Kavanagh Bros	For 13,500 lbs. flour	320 63			
	W. H. Lyon	1,220 lbs. sugar	150 98			
	Geo. Wishart & Co	805 lbs. tea	257 60			
	W. H. Lyon	695 lbs. tobacco	302 32			
	W. Smith	150 sacks flour at Qu'Appelle	750 00			
	do	24 do Touchwood Hills	117 60			
	do	8 do Pelly	40 00			
	do	20 do Ellice	75 60			
	W. H. Lyon & Co	8,500 lbs. Bacon	796 87			
	Hudson Bay Co	Supplies at Fort Walsh during annuity payments—				
		100 sacks flour	592 00			
		32,225 lbs. flour	2,175 18			
		500 lbs. tea	195 00			
		181 do	81 45			
		600 lbs. sugar	88 50			
		720 do	108 00			
		1,500 lbs. beef	85 95			
		12,476 do	623 80			
		8,950 lbs. pemmican	895 00			
		7,534 lbs. dried meat	753 40			
		622 lbs. tobacco	466 50			
		Hauling 35 loads	105 00			
		Hauling 5 loads	10 00			
	W. H. Lyon	6,000 lbs. bacon	562 50			
	do	390 sacks flour	1,014 00			
	do	390 extra sacks	39 00			
	Hudson Bay Co	45,814 lbs. flour	2,962 17			
	do	775 lbs. tea	568 94			
	do	449¼ lbs. tobacco	364 22			
	do	1,788 lbs. sugar	466 15			
	do	18,168 lbs. beef	2,219 77			

Hudson Bay Co.	1 ox		75 00		
do	2,010 lbs. pemmican		511 47		
do	7 lbs. dried meat		0 84		
W. H. Lyon	Freight of 10,761 lbs. to Qu'Appelle		371 25		
do	do 3,877 do Touchwood Hills		151 20		
do	do 4,021 do Swan River		136 71		
J. McKay	Beef delivered—4,547 lbs. at Touchwood Hills; 13,618 lbs. at Qu'Appelle; 10,919 lbs. at Ellice; in all 29,084 lbs.		3,490 08		
do	Care of cattle		10 00		
E. T. McKay	Herding and butchering at Fort Walsh		93 75		
J. Carr	do do		29 34		
E. Davis	Herding		5 00		
A. McDonald	13,000 lbs flour		824 00		
Hudson Bay Co.	600 do		36 00		
do	150 lbs. pork		37 50		
do	15 lbs. tea		15 00		
do	7½ lbs. tobacco		7 50		
do	Flour, pemmican, potatoes, &c., furnished during seed time to Indians at Qu'Appelle, Touchwood Hills, Fort Ellice and Pelly		2,248 59		
do	10,000 lbs. bacon, delivered at Ellice		1,345 00		
W. H. Lyon	Freight of 2,000 lbs. flour to Touchwood Hills		78 00		
do	do 4,521 lbs. flour and bacon to Ellice		108 50		
do	do 10,569 lbs. bacon to Carlton	554 87			
	Less—Deducted for short delivery	25 74			
			529 13		
Hudson Bay Co.	Supplies to Agent McDonald while paying annuities		65 53		
Geo. Fisher	do do do		11 47		
W. H. Lyon	Freight of 5,654½ lbs. bacon, Winnipeg to Edmonton	565 45			
	Less—Deducted for short delivery	177 09			
			388 36		
Hudson Bay Co.	2 sacks flour		14 00		
do	5 lbs. tea		5 00		
do	10 lbs. sugar		2 00		
do	5 lbs. tobacco		5 00		
do	60 lbs. tea		45 00		
do	30 lbs. tobacco		30 00		
W. H. Lyon	Freight of 10 sacks flour to Ellice		24 00		
	Total Expenditure, Treaty No. 4			27,865 35	
	For Treaty No. 6.				
W. H. Lyon	For 1,219 lbs. crushed sugar		150 85		
Geo. Wishart & Co.	778 lbs. tea		248 96		
	Carried forward		399 81	31,106 44	157,572 22

C.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	399 81	34,106 44	....	157,572 22
		Expenditure—*Continued.*				
		Treaty No. 6—Concluded.				
Vote 165	W. H. Lyon	For 563 lbs. tobacco	244 90			
	do	39,500 lbs. bacon	3,703 13			
	J. Todd	Driving beef cattle	90 00			
	J. Longmore	Freight of 6,400 lbs. provisions	96 00			
	B. Lalond	do 3,624 do	45 30			
	L. Beaupré	Sundry payments for beef supplied under contract	2,449 00			
	Norris & Logan	7,750 lbs. beef	697 50			
	Lamoureaux Bros.	3,075 do	276 75			
	Hudson Bay Co.	50 lbs. sugar	18 75			
	do	10 lbs. tobacco	7 50			
	do	14 bags flour	140 00			
	do	6 packages tobacco	13 50			
	do	4½ lbs. pemmican	0 81			
	do	4½ lbs. tea	3 38			
	do	23 bags flour	230 00			
	do	Sundry small supplies	24 80			
	do	46,100 lbs. flour	2,940 50			
	do	461 bags for flour	138 30			
	C. Smith	66 lbs. tea	38 50			
	do	50 lbs. tobacco	37 50			
	do	15 bags flour	225 00			
	J. Todd	Herding beef cattle	13 80			
	P. Ballendine	409 lbs. tea	224 95			
	do	501 lbs. sugar	110 22			
	do	235 lbs. tea	129 25			
	do	224 lbs. sugar	49 28			
	do	50 lbs. tobacco	27 50			
	do	Freight of 1,755 lbs. from Battleford to Sounding Lake and Fort Pitt	22 95			
	J. Longmore	Freight of 305 lbs. from Battleford to Sounding Lake	4 57			
	C. Poyack	Herding beef cattle	8 00			

G. A. Simpson	63 lbs. tea		37 80		
do	100 lbs. sugar		23 00		
do	237 lbs. bacon		52 14		
do	200 lbs. flour		12 00		
P. Ballendine	Driving beef cattle from Carlton to Prince Albert		50 00		
J. Dreevor	1 beef ox for Indians, Carlton		65 00		
I. G. Baker & Co	361 lbs. beef		25 27		
Hudson Bay Co	9,200 lbs. flour		368 00		
do	3,210 do		176 55		
do	800 do		48 00		
do	50,965 do		3,559 72		
do	Freight on 3,000 lbs. flour		45 00		
do	473½ lbs. tea to Imspector Walker		355 12		
do	85 lbs. sugar		31 85		
do	827½ lbs. sugar		206 87		
do	447½ lbs. tobacco		335 62		
do	983 lbs. bacon		245 75		
do	535 lbs pemmican		133 75		
N.-W. Mounted Police	2,076 lbs. flour		124 56		
M. Henderson	4 beef oxen, Carlton		240 00		
N.-W. Mounted Police	910 lbs. flour		54 60		
do	66 lbs. beef		6 60		
do	25 lbs. bacon		6 25		
do	10 lbs. tea		6 00		
Mahoney & McDonald	50 lbs. bacon and pemmican		12 50		
do	5 lbs. flour		0 50		
Stobart, Eden & Co	41¼ lbs. tobacco		33 00		
do	25 lbs. tea		18 76		
do	186 lbs. flour		13 80		
Hudson Bay Co	Sundry small supplies		12 99		
do	760 lbs. flour		53 20		
do	1 bottle vinegar		1 25		
I. G. Baker & Co	126 sacks flour	819 00			
do	Less—Price of 17 beef hides	42 50			
			776 50		
T. C. Power & Bro	50 sacks flour		387 50		
Louis Rouselle	Driving beef cattle		26 00		
Jas. House	do		10 00		
John Landon	do		35 00		
E. Brisbois	do		70 00		
I. G. Baker & Co	3,073 lbs. beef		184 38		
J. Armstrong	10,385 do		519 25		
H. Main	2 216 do		110 80		
J. Cather	Herding beef cattle		50 00		
O. H. Morgan	6,683 lbs. beef		334 15		
J. H Gamble	20 lbs. bread		2 40		
I. G. Baker & Co	200 sacks flour		1,184 00		
	Carried forward		22,456 08	34,106 44	157,572 22

C.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	22,456 08	34,106 44		157,572 22
		Expenditure—*Continued*				
		Treaty No. 6—Concluded				
Vote 165	I. G. Baker & Co.	For 62[illegible] lbs. tea	242 58			
	do	1,000 lbs. sugar	147 50			
	do	32,370 lbs. beef	1,954 80			
	W. Charette	Driving beef cattle to Carlton	40 00			
	Estate of A. Smith	Beef ox	60 00			
	James Reid	950 lbs. beef	114 00			
	G. Marchand	Herding beef cattle	109 50			
	L. Beaupre	30,672 lbs. beef	2,147 04			
	do	Of which 11,531 were in excess of the quantity contracted for, at 2cts. per lb. extra	230 62			
	Lieut.-Governor Laird	603 lbs. beef	48 24			
	John Jim	Freight of 2,673 lbs. flour	48 96			
	P. Ballendine	35 lbs. pork	8 75			
	Hudson Bay Co.	1,200 lbs. beef during payments at Pelly	144 00			
	do	7 bags flour do do	56 00			
	do	27 lbs. tea do do	27 00			
	do	8½ lbs. tobacco	8 50			
	Stobart, Eden & Co.	3 beef oxen	180 00			
	W. H Lyon	Balance due him for freight of bacon to Edmonton	175 54			
	do	Freight of 4,349 lbs. bacon to Victoria	402 28			
	do	6,652½ do Pitt	532 20			
	Hudson Bay Co.	5 bags of flour at Edmonton	41 50			
	E. H. Mamsell	Heifer killed for beef	15 95			
	W. Oliver	1 beef ox, for payments at Prince Albert	50 00			
	S. K. Savage	Herding beef cattle	16 00			
	G. Marchand	Searching for beef cattle	3 25			
	Hudson Bay Co.	10 bags flour—Prince Albert annuity payments	80 00			
	J. Stevenson	Freight on 1,000 lbs. beef—Battleford to Carlton	15 00			
	J. Longmore	do 5,209 lbs. flour and beef—Battleford to Pitt	104 18			
	N. Delorme	do 9,100 do to Pitt	182 00			
	J. Saunders	do 3,100 do do	62 00			

C. Pruden	do 1,000 do do	20 00		
J. Saunders	Advance on account, freighting 3,600 lbs. flour to Pitt	10 00		
F Prinot	Freight on 1,502 lbs. beef—Prince Albert to Carlton	7 51		
C. Pruden	do 3,389 lbs. flour to Pitt	67 78		
Norris & Logan	300 lbs. beef	27 00		
L. Beaupre	Balance alleged to be due him on beef	1,181 32		
J. Stevenson	Freight of 7,029 lbs. flour—Battleford to Pitt	140 58		
B. Lalond	do 4,915 do do do	98 30		
Hudson Bay Co.	Barley	33 75		
	Total Expenditure, Treaty No. 6		31,189 71	
	For Treaty No. 7.			
I. G. Baker & Co.	For 25 sacks flour, for Battleford	193 75		
W. H. Lyon	500 lbs. tobacco	217 50		
I. G. Baker & Co	100 sacks flour, delivered at Fort McLeod	592 00		
do	17,433 lbs. of beef at Calgarry. 1,220 31			
do	Less amount deducted by Mr. Dewdney 100 00	1,120 31		
O. H Morgan & Co.	14,036 lbs. beef for Piegans	631 62		
J Smith	18,999 do do	854 95		
O. S. Main	10,918 do do	545 90		
T. C. Power & Bro	Flour, sugar and biscuit	187 50		
do	8 sacks flour	62 00		
I. G Baker & Co	3 do	24 00		
N. Olsen	Teaming 7,257 lbs., McLeod to Piegan Reserve	50 80		
A. La Chappelle	6 lbs. tea	6 00		
do	1 lb. tobacco	1 00		
C. Smith	13 packages tobacco	39 00		
B. Bone	Herding beef cattle 14 days	28 00		
D. McDougall	6 head do for Stonies	240 00		
J. H. Gamble	Bread	4 80		
Hudson Bay Co.	Tea, beef and flour at Battleford	31 00		
I. G. Baker & Co	170,000 lbs. beef	5,610 00		
do	3,287 do for Stonies	188 34		
D. McDougall	Freight of 2,450 lbs.	36 75		
M. Olsen	7,772 lbs. beef.	349 74		
J. H. Murray	2,519 do	113 35		
J. Coburn	Freight of 2,500 lbs. flour	25 00		
I. G. Baker & Co.	1,864 lbs. beef for starving Indians at Calgarry	111 84		
do	Driving and butchering same	39 00		
	Total Expenditure, Treaty No. 7		11 304 15	
	Carried forward		76,600 30	157,572 22

C.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		76,600 30		157,572 22
		Provisions supplied to the Farming Instructors generally under contract with Kavanagh Bros.				
Vote 165		For 182 barrels mess pork	3,640 00			
		663 bags flour, double bags	2,071 88			
		4,780 lbs. tea	2,152 80			
		Sewing and roping chests	46 80			
		6,363 lbs. sugar, in iron-hooped barrels	821 69			
		13 brls. salt do do	102 70			
		13 boxes pepper do do	50 70			
		52 brls. dried apples do do	788 67			
		39 boxes soap do do	214 50			
		52 jars mustard	57 98			
		39 cases pressed vegetables	3,057 60			
		26 brls. split peas	478 40			
		39 bags beans, double bags	253 50			
		13 boxes blasting powder	223 60			
		13 cases matches	109 20			
		21 sacks rice, double bags	433 86			
N. W. Mounted Police		250 lbs. beef for Sherrin	20 00			
		Total Expenditure		14,523 88		
		Provisions supplied Destitute Indians.				
N. W. Mounted Police		For Fort Walsh, 378½ lbs. tea	227 36			
do	do	do 114½ lbs. sugar	16 48			
do	do	9,409 lbs. flour	659 95			
do	do	147¼ lbs. tobacco	50 51			
do	do	240 do	168 17			
do	do	80 lbs. bacon	9 60			
do	do	2,860 lbs. beef	143 00			
do	do	110 lbs. biscuit	16 50			
do	do	Sundries	56 09			
Hudson Bay Co		Supplies given to destitute family at Fort Alexander	4 82			

Mahoney & McDonald	Sundry miscellaneous supplies furnished starving Indians in July and August, 1879	1,234 52			
Hudson Bay Co	Sundry miscellaneous supplies for starving Indians in the Saskatchewan District	979 87			
do	4 brls. pork	68 00			
do	111½ lbs. tobacco	48 50			
do	15 sacks flour	39 00			
I. G. Baker & Co	10 oxen for starving Indians at Blackfoot Crossing	300 00			
do	169,911 lbs. beef delivered at Walsh for use in winter	8,495 55			
N. W. Mounted Police	1,504½ lbs. beef	154 05			
J. Monroe	2,023 do	141 61			
I. G. Baker & Co	10 head of cattle	300 00			
Hudson Bay Co	Sundries supplied through Agent McDonald for starving Indians, Treaty No. 4	606 05			
I. G. Baker & Co	1,000 sacks flour delivered at McLeod for winter use	5,225 00			
do	446.660 lbs. beef, on foot, for winter use at McLeod	11,163 50			
do	1,000 sacks flour at Walsh for winter use	4,975 00			
I. G. Baker & Co	Sundry small supplies at Walsh	296 40			
do	Provisions issued to Three Bulls' bands	267 75			
do	3,810 lbs. beef at McLeod	190 50			
Hudson Bay Co	Supplies issued to Indians of Treaty 4	1,057 98			
do	Sundry supplies to needy bands at Fort Pelly	66 47			
I. G. Baker & Co	do to bands at Fort Walsh	35 56			
W. H. Lyon	7 barrels pork	133 00			
do	Cartage	1 00			
do	90 lbs. pork	8 55			
D. H. McMillan	29 sacks flour	85 28			
Johnson, Rocan & Co	168 lbs. beef	18 48			
Hudson Bay Co	64 lbs. tea	23 04			
do	Sundries	59 80			
H. Main	2.270 lbs. beef at McLeod	113 50			
O. S. Main	2,378 do do	118 90			
I. G. Baker & Co	100 lbs. tobacco	46 59			
N. W. Mounted Police	Supplies issued at Wood Mountain and Forts Walsh and Calgarry, from May to November, 1879	1,489 39			
I. G. Baker & Co	500 sacks flour, Fort Walsh	3,160 00			
do	Duty at 25c. per sack	125 00			
O. S. Main	3,904 lbs. beef	195 20			
N. W. Mounted Police	Issues from police stores	405 37			
W. H. Lyon	5 brls. pork	91 25			
do	9 sacks flour	24 75			
do	25 lbs. tobacco	11 25			
T. A. Newman	10 sacks flour	25 00			
do	Freight of 698 lbs. to St. Peters	3 49			
W. Scott	do 2,183 do	5 45			
Hudson Bay Co	20 lbs. tea	7 20			
G. Newcomb	Railway freight and cartage	3 28			
	Carried forward	43,155 56	91,124 18		157,572 22

C.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	43,155 56	91,124 18		157,572 22
		Provisions supplied destitute Indians—*Continued.*				
Vote 165	N. W. Mounted Police	For Food supplies issued at Cypress Hills, Wood Mountain, and Forts Calgarry and McLeod, from December, 1879, to February, 1880	206 24			
	D. McMillan	20 sacks flour, Fisher River, Treaty 5	68 00			
	W. F. Alloway	Freight of above from Winnipeg	85 00			
	R. Bullock	8 sacks flour, St. Peters	18 00			
	do	100 lbs. mess pork do	15 00			
	do	20 " tobacco do	11 00			
	do	10 " tea do	6 00			
	N. W. Mounted Police	Sundry supplies issued by order, Mr Dewdney	486 31			
	L. Beaupré	12 head cattle for Calgary	480 00			
	do	3,009 lbs. beef	181 72			
	O. S. Main	5,603 " at McLeod	308 16			
	N. Sherrin	2 meals to starving Indians	5 00			
	O. S. Main	2,469 lbs. beef at McLeod	135 79			
	I. G. Baker & Co.	Bacon, beef and bread, issued at McLeod in 1879	916 27			
	do	Tobacco, &c., at Bow River	0 85			
	J. Monroe	Freight of 4,500 lbs. flour for McLeod	67 50			
	L. Beaupré	4 head cattle for Stonies	120 00			
	I. G. Baker & Co.	4,983 lbs. beef do	208 98			
	—— Rouseli	Freight of 800 lbs. flour	10 00			
	W. F. Parker	Driving 25 head cattle—Indians at Morleyville	80 00			
	H. L. Reynolds	Sundries to sick and destitute	4 10			
	W. H. Lyon	143 lbs. tea	48 62			
	do	40 " tobacco	17 40			
	F. Ogletree	Freight and storage on 4 packages pork	2 55			
	Stobart, Eden & Co.	Sundry supplies, flour, tea, and sugar	67 09			
	Hudson Bay Co.	Sundries at Victoria	319 80			
	H. S. Moore	300 sacks flour, Fort Pitt	2,250 00			
	do	900 do Battleford	5,625 00			
	do	130 do Carleton	585 00			
	do	51 do Prince Albert	204 00			
			8,664 00			

	Less—Paid John Jim	48 96	8,615 04		
P. C. Pembrun	5,000 whitefish		250 00		
Hudson Bay Co.	Sundries supplied at Fort Pitt		61 36		
B. Arcand	Freight on 421 lbs. beef		2 11		
K. McDonald	86 lbs. pork		15 48		
R. McKinnon	872 lbs. beef		87 20		
P. Ballendine	Sundry supplies		54 28		
North-West Mounted Police	125 lbs. beef		10 00		
K. McDonald	680 do		68 00		
J. Sayers	Freight on 1,500 lbs. flour to Eagle Hills		10 00		
J. Pritchard	do bacon to Eagle Hills		16 00		
do	do 1,488 lbs. provisions to Eagle Hills		10 00		
Hudson Bay Co.	Sundry supplies to various bands between 7th November, 1879, and 14th January, 1880		2,096 23		
P. Ballendine	Sundries to starving Indians		28 64		
C. Fraser, per F. A. Smart	195 lbs. beef		23 40		
D. Villebrun	550 whitefish		27 50		
Stobart, Eden & Co.	Flour and tobacco to starving Indians		1 40		
do	do do		3 20		
W. Eyahcookachim	Freight of 2,085 lbs. flour to Eagle Hills		15 50		
J. Pritchard	do bacon and flour		11 00		
Norris & Logan	79 lbs. pork		9 48		
Hudson Bay Co.	Sundries to starving Indians		808 66		
do	do do		1,006 12		
J. Pruden	Fish, potatoes, tea and tobacco		77 64		
Norris & Logan	102 sacks flour for Edmonton		918 00		
do	102 do do		918 00		
do	102 do Victoria		994 50		
do	102 do do		994 50		
Hudson Bay Co.	1 bag flour to Mosquito		7 00		
J. Lamoreaux	100 lbs. wheat flour		10 00		
do	550 lbs. barley flour		33 00		
do	4 sacks		4 00		
G. Gagnon	735 lbs. beef		88 20		
North-West Mounted Police	869 do		69 52		
P. Ballendine	51 lbs. tea		34 22		
J Pritchard	Freight of 2,285 lbs. flour, &c., to Eagle Hills		13 71		
J. Longmore	Advance on account of freighting		20 00		
Norris & Logan	1,205½ lbs. beef		144 66		
G. Gagnon	253 do		30 36		
Wm. Cust	1,421 do		170 52		
Hudson Bay Co.	Sundries at Fort Pitt		159 15		
F. Oliver	262 lbs. beef		31 44		
	Carried forward		65,066 96	91,124 18	157,572 22

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	65,066 96	91,124 18		157,572 22
		Provisions supplied destitute Indians—*Concluded.*				
Vote 165	A. Mallette	For 463 lbs. beef	55 56			
	Norris & Logan	25 bags flour	250 00			
	Wm. Cust	1,169 lbs. beef	140 28			
	Norris & Logan	1,074 do	128 88			
	F. François, per F. Oliver	Two beef oxen	170 00			
	P. Ballendine	Sundry supplies	54 21			
	Hudson Bay Co.	Five lbs. tea	3 75			
	R. McKiernan	Sundry provisions	13 32			
	P. Ballendine	do	28 03			
	Mahoney & McDonald	do	18 38			
	Stobart, Eden & Co	do at Duck Lake	257 12			
	J. Stevenson	Freighting provisions	8 40			
	J. Longmore	do 600 lbs. flour	9 00			
	do	do provisions	85 40			
	N. Laundry	do do	1 71			
	J. Pritchard	do do 6,603 lbs.	99 04			
	G. Marchand	do do	58 00			
		Total Expenditure, destitute Indians		66,448 04		
		Total Expenditure, Vote 165			157,572 22	157,572 22

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

Department of Indian Affairs,
Ottawa, 30th June, 1880.

Robert Sinclair,
Accountant.

D.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Triennial Supply of Clothing, Treaties Nos. 3 and 6.				
Vote 166.		Legislative appropriation for 1879-80			5,520 00	
		To be provided for by the Supplementary Estimates under the authority of His Excellency the Governor-General's warrant, the issue of which was recommended by Order in Council, dated the 16th June, 1880.			122 27	
						5,642 27
		Expenditure.				
	Warden, Kingston Penitentiary	Triennial supply of clothing for Chiefs and Headmen of Treaties Nos. 3 and 6, as follows :—				
		For 60 Chiefs' coats			630 00	
		190 Headmen's coats			1,805 00	
		60 pairs Chiefs' trousers			126 00	
		190 Headmen's do			380 00	
		250 flannel shirts			475 00	
		250 black silk handkerchiefs			312 50	
		250 pairs long kip boots			1,125 00	
		250 pairs woollen socks			65 00	
		250 leather belts			100 00	
		60 felt hats for Chiefs			95 00	
		190 do Headmen			237 50	
		Cases and packing			49 00	
	Hudson Bay Co	Freight of clothing, from Winnipeg to Doghead			1 00	
	Kavanagh Bros	Freight of 859 lbs., from Winnipeg to Couchiching			25 77	
	Hudson Bay Co	Sundry articles of clothing			24 00	
	Higgins & Young	3 pairs socks			1 50	
	A. Mowat & Son	19 coats			190 00	
		Total Expenditure				5,642 27

Department of Indian Affairs,
Ottawa, 30th June, 1880.
Robert Sinclair, *Accountant.*

L. Vankoughnet,
Deputy Superintendent-General of Indian Affairs.

E.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Salaries of School Teachers and Cost of School Buildings.				
Vote 167.....	.....	Legislative appropriation for 1879-80.....	.....	.....	.....	11,000 00
		Expenditure.				
	J. R. Settee.....	For Salary as Teacher at Little Touchwood Hills for March, June, September and December quarters, 1879, and March quarter, 1880	174 00			
	Sœur Langelier	do Teacher at Isle à la Crosse, from 1st June, 1879, to 31st March, 1880.....	300 00			
	Sisters Blanche and St. Geneviéve.....	do Teachers at St. Albert, from 1st June, 1878, to 31st March, 1880.....	600 00			
	J. H. Ruttan.....	do Teacher at Rossville, June quarter, 1878.....	75 00			
	Ed. Papenkis.....	do Teacher at Rossville, for March and September quarters, 1879.....	150 00			
	W. Dennett.....	do Teacher at Brokenhead River, from 1st December, 1878, to 31st March, 1880.....	276 00			
	D. McDonald.....	do Teacher at the "Pas," for June quarter, 1879.....	72 00			
	R. Jefferson.....	do Teacher at Eagle Hills, for September quarter, 1879, and March quarter, 1880.....	78 00			
	Jules Farbouret.....	do Teacher at Fort Alexander, from 1st September, 1879, to 31st March, 1880.....	112 50			
	James Asham.....	do Teacher at Ebb and Flow Lake, from 1st Sept., 1879, to 31st March, 1880.....	216 00			
	Benj. Thom	do Teacher at Little Saskatchewan, for September quarter, 1879, and March quarter, 1880.....	66 00			
	W. Anderson.....	do Teacher at Fairford River, from 1st September, 1879, to 31st March, 1880.....	222 00			
	H. A. Ross.....	do Teacher at St. Peter's, South, from 1st September, 1879, to 31st March, 1880.....	112 50			
	E. Hawber.....	do Teacher at North St. Peter's, from 1st September, 1879, to 31st March, 1880..... 112 50				
		Less—Amount of cheque No. 13, refunded... 37 50	75 00			

John Hall	Salary as Teacher at Fort Alexander, for 5 months to 31st March, 1880	89 00			
F. Storr	do Teacher at Lake St. Martin, for March quarter, 1880	66 00			
			2,684 00		
Education Department of Ontario	School books	5 40			
do	Two dozen slates for St. Peter's School	2 40			
do	School material for Fort Alexander	37 79			
J. Durie & Son	Books for St. Peter's Schools, North and South	29 89			
do	Material for schools within Treaty No. 2	54 30			
do	Material for Little Touchwood Hills	5 61			
Rev. H. Cochrane	Books for "Pas" School	30 06			
			165 45		
				2,849 45	
	Total Expenditure, Vote 167				2,849 45
	Unexpended Balance				8,150 55

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

F.—INDIANS OF MANITOBA AND THE NORTH WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Surveys of Indian Reserves.				
Vote 168.....	.....	Legislative appropriation for 1879-80	.....	.....	15,000 00	
		To be provided for by Supplementary Estimates under the authority of His Excellency the Governor General's Warrant, the issue of which was recommended by Order in Council, dated the 16th June, 1880.....	.....	.....	4,131 28	
						19,131 28
		Expenditure.				
		Within Treaty No. 3.				
C. F. Miles, D.L.S		For Expenses in connection with the survey of certain reserves.....	.....	3,175 00		
A. H. Vaughan, D.L.S....		Similar service.....	.....	3,736 21		
		Total Expenditure within Treaty No. 3	.....	.....	6,911 30	
		Within Treaty No. 6.				
G. A. Simpson, D.L.S.....		For Expenses in connection with the survey of certain reserves.....	.....	5,070 70		
J. L. Reid, D.L.S.....		Survey of the Duck Lake Reserve.....	.....	117 00		
J. Adams.....		Tents for Geo. A. Simpson.....	.....	94 00		
J. Foster.....		Instruments for do	.....	69 00		
		Total Expenditure within Treaty No. 6	.....	.....	5,350 70	
		Within Treaty No. 7.				
J. C. Nelson, D.L.S..		For Expenses in connection with the survey of certain reserves	.....	1,030 81		
A. P. Patrick, D.L.S.. ...		Draft on Baker & Co., for account of certain surveys.....	5,468 52			
do		154 days interest thereon.....	55 70			

do	.....	Rations obtained from Baker & Co	207 00			
do	.....	Clothing do do	25 25			
do	.....	Horse do Stobart, Eden & Co	82 00			
				5,838 47		
		Total Expenditure within Treaty No. 7.....	.....	.....	6,869 28	
						19,131 28

L. VANKOUGHNET,
Deputy Superintendant General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

ROBERT SINCLAIR,
Accountant.

G.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		General Expenses in Manitoba and the North-West.				
Vote 169		For Legislative appropriation for 1879-80			39,435 00	
		Supplementary Estimates, to provide for the erection of houses and barns for the use of the Instructors in husbandry in Manitoba			2,500 00	
		Supplementary Estimates, to provide for the erection of houses and barns for the use of Instructors in the North-West			15,000 00	
		Supplementary Estimates, for expenditure in connection with the establishment of Government and Indian Farms and Surveys			47,498 00	
		To be provided for by the Supplementary Estimates, under the authority of His Excellency the Governor General's Warrant, the issue of which was recommended by Order in Council, dated 16th June, 1880			19,556 23	
						123,989 23
		Expenditure.				
		Salaries.	Pay.	Superannuation.		
R. J. N. Pither	For Salary for 12 months, to 30th June, 1880		980 00	20 00		
J. F. Graham	do	do	1,176 00	24 00		
H. Martineau	do	do	980 00	20 00		
Geo. Young	do	do	980 00	20 00		
Geo. McPherson	do	do	980 00	20 00		
A. McKay	do	do	980 00	20 00		
A. McDonald	do	do	980 00	20 00		
W. P. Clarke	do	do	980 00	20 00		
W. L. Orde	do	do	1,372 00	28 00		
F. Ogletree	do	do	588 00	12 00		
G. Newcomb	do	do	197 50	2 50		
N. Chastellaine	do	do	246 88	3 12		
D Hagerty	do	do	1,764 00	36 00		
M. G. Dickieson	do	for September Quarter, 1880	343 00	7 00		
N. T. McLeod	do	24th February to 30th June, 1880	316 10	6 46		
					13,122 56	

E. Dewdney	do	from 17th May, 1879, to 30th June, 1880		3,595 64	
E. T. Galt	do	do 23rd August, 1879, to 31st March, 1880		607 51	
M. St. John	do	do 1st to 21st July, 1879		66 57	
M. G. Dickieson	do	for services as Acting Superintendent		239 05	
L. J. A. Leveque	do	for 11 months to 31st May		660 00	
J. P. Wright	do	do		550 00	
T. Nixon	do	for July, 1879		104 17	
R. H. Mathews	do	from 1st July, 1879, to 30th June, 1880		729 96	
D. S. Curry	Clerical services			406 99	
J. G. Stewart	Salary as Indian Agent			676 47	
T. T. Quinn	Clerical services, 9 months from 15th September			475 00	
D. McIver	Services as Interpreter			517 50	
D. C. Scott	Clerical services			139 50	
P Ballendine	Interpreting			32 00	
J Longmore	do			32 50	
J. M. Child	do			73 00	
M. Cumming	do			60 00	
P. Hourie	do			41 00	
J. M. Chabot	do			60 00	
J. L'Heureuse	do			40 00	
P. Robinson	do			220 00	
Chaquette	do			7 00	
M. A. Sinclair	do			3 00	
Chief Prince	do			2 00	
Stobart, Eden & Co	To pay for Interpreting			4 00	
P. Langess	Interpreting			6 00	
S. Ballendine	Guide			53 00	
I. Spencer	do			60 00	
O Sandoval	do			15 00	
Hudson Bay Co	To pay Guide			14 55	
J. Ross	Messenger			25 00	
G. H. Kerr	Assistant to Agent McKay			148 00	
M. Cumming	do	Ogletree		10 00	
A. E. Forget	Secretary to Conference			36 00	
J. Newland	Clerical services			40 50	
W. E. Jones	do			352 50	
A. McDonald	do			70 50	
J. McDonald	do			109 50	
H. Newell	do			25 00	
J. A. McRae	do			20 00	
H. J. Brook	do			25 00	
H. Richardson	do			20 00	
W. J. Read	do			14 20	
J. Price	do			32 00	
McDonald	Pay as Storeman			390 00	
G. D. Gopsill	Clerical services			32 00	
					23,964 17
	Carried forward			23,964 17	123,989 23

G.—INDIANS OF MANITOBA AND THE NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service	$ cts.	$ cts	$ cts.	$ cts
		Brought forward			23,964 17	123,989 23
		Expenditure—*Continued.*				
te No. 169.....	E. McColl	For Travelling expenses		958 96		
	W. L. Orde	do		300 00		
	N. T. McLeod	do		58 40		
	J. F. Graham	do		20 00		
	J. G. Stewart	do		368 46		
	R. J. N. Pither	do		454 00		
	H. Martineau	do		944 00		
	F. Ogletree	do		201 50		
	D. Young	do		1,215 05		
	A. McDonald	do		1,453 90		
	A. McKay	do		2,042 50		
	G. Newcomb	do		50 50		
	G. McPherson, sen	do		304 00		
	A. Wright	do		54 00		
	L. J. A. Leveque	do		26 00		
	T. T. Quinn	do		18 00		
	J. McRae	do		131 00		
	J. Keen	do		100 00		
	J. P. Wright	do		40 50		
	J. Saunders	do		10 00		
	M. G. Dickieson	Horse hire		69 00		
	S. Ballendine	do		22 50		
	Hudson Bay Co	do		2 00		
	J. Villeneuve	do		24 00		
	G. Marchand	do		27 00		
	G. D. Gopsill	do		16 00		
	J. Stevenson	do		78 00		
	Stobart, Eden & Co	Hire of team and buckboard		20 00		
	J. McKay	Horse hire		40 00		
	J. McKay	do		10 00		
	A. Arcand	do		1 00		
	W. Oliver	do		15 00		
	C. N. Garson	Hire of cutter		3 00		

Stobart, Eden & Co	Horse hire		8 90		
J. Pambrun	do		24 0		
Stobart, Eden & Co	do		25 00		
W. Furnes	do		15 00		
Indian	do		25 00		
Hudson Bay Co	do		28 65		
P. Decotah	do		12 00		
D. McIver	do		23 00		
T. F. Quinn	do		38 25		
J. Sayer	do		7 00		
W. Todd	do		10 00		
G. D. Gopsill	do		22 00		
W. J. Read	do		20 20		
J. Saunders	do		5 00		
T. T. Quinn	do		23 75		
John Ross	Waggon hire		10 00		
Mahoney & McDonald	Supplies to travelling parties		54 00		
Hudson Bay Co	do do		4 13		
do	do Agent McDonald, Treaty Payments No. 4		498 64		
C. Smith	do travelling parties		3 00		
J. Thompson	do do		9 50		
I. G. Baker & Co	do do		43 76		
do	do Capt. Clark		15 35		
Mahoney & McDonald	do Agent Orde		50 70		
				10,055 10	
Donaldson & Bros	For Rent of Winnipeg office, 11 months to 31st May, 1880		550 00		
R. J. N. Pither	do office and storehouse, 1 year to 30th June, 1880		300 00		
do	do do for 2 years to 30th June, 1879		400 00		
A. McDonald	do do at Qu'Appelle, to 30th April, 1880		120 00		
A. J. Prongua	do storehouse		25 50		
Rev. J. A. McKay	do office at Battleford, to 30th June, 1880		114 00		
A. Boyd	do office, 12 months to do		120 00		
D. Young	do do at St. Peters, do		168 49		
Hudson Bay Co	do do at Carlton		55 50		
Montreal Telegraph Co	Telegrams		,288 21		
Dominion Telegraph Co	do		52 93		
United States Military Telegraph Co	do		8 64		
Canada Pacific Tel. Co.	do		402 46		
North-West do	do		84 64		
Western Union do	do		2 81		
Citizen, Ottawa	Printing		20 62		
Times, Winnipeg	do		11 00		
P. G. Laurie	do		37 50		
do	do		24 25		
Burland Lithographic Co	do		92 00		
	Carried forward		3,878 55	34,019 27	123,989 23

G.—INDIANS OF MANITOBA AND THE NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		3,878 55	34,019 27	123,989 23
		Expenditure—*Continued.*				
Vote No. 169	Burland Lithographic Co	For printing cheque book		35 78		
	N.W. Mounted Police	do		11 20		
	P. G. Laurie	do		73 50		
	do	do		112 37		
	Ross & Co	do		12 50		
	Canada Printing Co	Advertising		9 00		
	Times, Winnipeg	do		83 00		
	do	do		7 50		
	Le Metis	do		11 86		
	Orange Lily	do		16 80		
	National Publishing Co.	do		56 40		
	Guelph *Herald*	do		20 70		
	Le Canada	do		63 00		
	Citizen, Ottawa	do		115 62		
	Ottawa *Herald*	do		113 98		
	Aylmer *Times*	do		14 00		
	Toronto *Advertier*	do		14 00		
	London *Herald*	do		14 00		
	Richmond *Herald*	do		15 40		
	London *Free Press*	do		21 00		
	Central Canadian	do		18 20		
	Bracebridge *Herald*	do		14 00		
	Pembroke *Standard*	do		14 00		
	Grip	do		56 00		
	Berlin *News*	do		21 00		
	Quotidienne	do		11 20		
	Courrier de Montreal	do		14 00		
	Quebec *Canadien*	do		21 00		
	L'Orignal *Advertiser*	do		11 20		
	Omemee *Herald*	do		11 20		
	Christian *Guardian*	do		28 20		
	Gazette Printing Co	do		104 88		
	Davis Bros	do		14 00		
	Canada Printing Co	do		11 20		

Sherbrooke *Pioneer*	do			14 00	
Foley & Co	do			28 00	
Graham & Co	do			130 17	
J R. Robertson	do			168 40	
Shannon & Meek	do			16 80	
Irish Canadian	do			14 00	
T. Coffey	do			21 00	
White & Sons	do			11 20	
E. F. Clarke	do			21 00	
C. J. Hynes	do			15 40	
Canadian Spectator	do			14 00	
Nouveau Monde	do			19 60	
Belleville *Intelligencer*	do			19 60	
Brantford *Courier*	do			34 32	
Hamilton *Spectator*	do			107 16	
Le Sorellois	do			13 00	
Tribune Printing Co	do			97 30	
Chatham *Planet*	do			14 00	
Journal Printing Co	do			28 00	
Shareholder	do			14 00	
Rowe & Co	do			28 00	
Gazette Printing Co	do			11 20	
P. G. Laurie & Co	do			23 45	
Ross & Co	do			8 50	
H. S. Donaldson & Bros	Stationery			76 15	
Government Stationery Office	do			609 15	
Queen's Printer	Printing			622 06	
Winnipeg Post Office	Postage stamps			80 13	
Battleford Post Office	do			43 50	
D. Hagerty, M.D	Professional services, vaccinating Indians, Treaty No. 4			399 17	
J. A. McDonald, M.D	Medical services at Savanne			120 00	
J. Kittson, M.D	do			700 00	
R Miller, M.D	do			500 00	
G. A. Kennedy, M.D	do			500 00	
A. E. Porter, M.D	do	Treaty 6		275 00	
D. Hagerty, M D	Sundry expenses			106 86	
do	Gratuity, 6 months to 14th June, 1880			900 00	
A. E. Porter, M.D	Medical services			50 00	
R. H. Mitchell	Drugs for Dr. Hagerty			433 26	
					11,337 62
Cole & Co	4 tents complete			121 20	
A. G. B. Bannatyne	Coal oil, Winnipeg office			7 40	
Kavanagh Bros	Freighting supplies			400 74	
W. Howe	Sundry petty disbursements			2 70	
W. H. Lyon	Sacks for repacking			4 80	
Higgins & Young	do do			39 51	
	Carried forward			576 35	45,356 89
					123,989 23

G.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		576 35	45,356 89	123,989 23
		Expenditure—*Continued.*				
Vote No. 169	Robson & Co	For sacks for repacking		27 27		
	McMullen & Gurnet	Boxes do		3 25		
	W. Bathgate	Office furniture		42 25		
	J. H. Ashdown	Platform scales		49 29		
	Roberts & Sinclair	Horse hire		8 00		
	M. Sutherland	Freighting to Fairford		13 55		
	J. Henderson	Winnipeg Business Directory		1 50		
	Geo. McPherson	Conveying a despatch		16 50		
	G. D. Gopsill	Horse hire		11 00		
	P. Ballendine	do		9 00		
	A. Stevenson	Conveying a despatch		63 00		
	P. Erasmus	do do		30 00		
	A. Longmore	do do		18 00		
	Eagle Shoe	do do		30 00		
	A. McDonald	Sundries for Battleford office		69 30		
	Hudson Bay Co.	Coal oil do do		8 75		
	P. Ballendine	Buckboard for Agent Orde		80 00		
	W. McKay	1 horse for Battleford office		185 00		
	do	1 saddle do do		40 00		
	Hudson Bay Co.	Sundries		51 67		
	M. G. Dickieson	Horse for Departmental use		110 00		
	T. Taylor	Arranging boundary of Beardy's Reserve		26 50		
	W. J. Anderson	Freight of medicine chest		45 08		
	Two Indians	Rent of lodges to store provisions		10 00		
	P. Erasmus	Conveying despatch		144 00		
	J. Morrison	Repairing letter-press, Winnipeg office		3 00		
	J. P. Wright	Cleaning office, do		5 00		
	G. Ashdown	1 bucket		1 00		
	McKechnie & McMullen	Repairing letter-press		4 50		
	Winnipeg Ice Co.	Ice, 1879		5 00		
	R. Wyatt	Repairs to stoves		2 25		
	Departm't of Agriculture	Moiety of cost of building fence		200 00		
	Hudson Bay Co.	Passages of Messrs. Orde and Clark		120 00		
	S. Poyack	Driving horses to Battleford		4 00		

Hurd & Baker	3 chairs for Battleford office			5 25	
P. G. H. Robinson	Charing			1 25	
T. T. Quinn	Contingencies			20 00	
S. B. Savage	Carpenters' work			18 00	
A. Wright	Valise to hold annuity money			11 00	
J. Marcelli	Ferriage			5 00	
W. McDonald	do			1 50	
N.-W. Mounted Police	Sundry services during annuity payments			122 01	
W. McGillis	Notifying Indians of treaty payments			4 00	
C. Corning	Freighting to Blackfoot crossing			16 16	
I. G. Baker & Co	do supplies			408 58	
do	3 per cent. commission on 19,596.00 advanced for annuity payments			587 88	
A. G. B. Bannatyne	Coal oil			3 00	
Dick & Banning	Lumber for packing cases			2 40	
D. Scott	Furniture for Manitoba Head Office			7 00	
R. Patterson	Fuel for Winnipeg Office			150 00	
F. Pope	Teaming			10 00	
F. A. Cummings	Duty and charges on harness			37 98	
E. McKay	Set of counter scales			20 00	
R. K. Kennefick	Services			17 00	
E. G. Pulford	Investigating and reporting on claims of Hon. J. McKay			150 00	
I. G. Baker & Co	Sundries at Fort Walsh			29 65	
Kavanagh Bros	Freight of supplies, Treaty 3			150 93	
Hudson Bay Co	do do 4			28 43	
W. H. Lyon	do do 4			1,451 27	
Kavanagh Bros	Freighting			46 56	
do	do Treaty 5			1,349 90	
W. H. Lyon	do do 6			805 23	
Kavanagh Bros	do do 6			157 68	
H. G. McMicken	Drayage			2 75	
J. Dunbar	Searching for lost cattle			8 00	
W. H. Emery	Supplies to needy			65 50	
W. Wilson	Lumber for storehouse			62 30	
T. T. Quinn	Contingent expenses			10 00	
I. G. Baker & Co	Oats, beef, &c			7 30	
Benton *Record*	Advertising			5 00	
J. P. Wright	Lamp chimneys			1 70	
Maria S. Baker	Making clothing for destitute children			4 00	
S. R. Savage	Carpenter work, Battleford office and stables			20 25	
S. Ballendine	Sawing lumber			35 20	
do	Carpenter work, storehouse			12 50	
J. Newland	Banking storehouse			17 00	
A. Sufferin	Hay for Agent's horses			10 00	
J. A. McKay	Fuel for Battleford office			18 00	
	Carried forward			7,911 17	45,356 89	123,989 23

G—INDIANS OF MANITOBA AND THE NORTH-WEST—*Continued.*

AUTHORITY FOR PAYMENT.	TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		7,911 17	45,356 89	123,989 23
		EXPENDITURE—*Continued.*				
Vote No. 169	J. P. Wright	For Cleaning Winnipeg office		7 00		
	T. H. Dune	Branding iron		1 50		
	J. Sanderson	Freighting		82 23		
	Paul Lavielle	Conveying food to starving Crees		30 00		
	L. Lavielle & J. Plouffe	Searching for Paul Lavielle		20 00		
	N.-W. Mounted Police	Services of Corporal Wilson		15 30		
	Pierre Lacombe	Salteaux dictionary		3 00		
	Frothingham & Workman	Samples of implements		1 57		
	I. G. Baker & Co	Sundries		9 63		
	do	Carbine, robes, blanket, &c, for Agent McLeod		60 00		
	do	Ammunition for starving Indians		26 45		
	E. Lambert	Herding		30 00		
	Hon. A. Morris	700 copies of work on Indian Treaties		700 00		
	Frothingham & Workmon	Samples of implements		173 83		
	E. Lambert	Rent of house to store provisions		15 00		
	N.-W. Mounted Police	Dutch oven		5 00		
	do do	Field scale		60 00		
	Kendall & Smith	Freighting to Wood Mountain		233 35		
	Frothingham & Workman	Samples of implements		84 05		
	A. Pichette	1 fishing net for starving Indians		28 50		
	T. C. Power & Bro	Ammunition do		27 91		
	American Express Co	Charges on harness		12 40		
	L. J. A. Leveque	Petty disbursements		9 40		
	A. G. B. Bannatyne	Coal oil for Winnipeg office		4 25		
	R. Patterson	Fuel do		67 50		
	S. J. Van Rensselaer	Express charges on samples		48 35		
	J. H. Ashdown	Furniture for St. Peters Office		19 80		
	D. Scott	do do		10 00		
	Mee Bros.	Five cattle brands		12 50		
	C. Rolph	Ammunition for starving Indians		11 00		

T. F. S. Kirkpatrick	Travelling expenses to Kingston.	50 00		
	Less—Refunded.	22 99		
			27 01	
Wright & Arbuckle.....	Sample ox collar.....		4 25	
J. H. Ashdown	Sundries.		17 81	
Hudson Bay Co.	Rope and sacks.....		29 30	
do	Fuel for Carlton Office		36 00	
do	Sundries for Inspector McColl		101 16	
do	Conveyance of Agent Clarke to Carlton.....		10 00	
do	Supplies to do		58 35	
N. T. McLeod	Blankets, &c.....		15 75	
M. J. Walsh	Freighting to Blackfoot Crossing		73 65	
P. Stringer	Inspecting clothing		9 09	
Carey & Provencher	Legal expenses		25 00	
S. Munro	Conveying despatch		20 00	
I. G. Baker & Co.....	Supplies to C. Kettles		116 28	
do	2,896 lbs. pemmican for destitute		579 20	
J. Lambert.....	Driving beef cattle do		20 00	
N. W. Mounted Police....	Cost of mail service under Order in Council 10th May, '80.		3,061 66	
W. Brydon	Making boxes for annuity money.....		17 31	
T. M. Taylor	Four guard books		10 00	
Can. Pacific Railway.. ...	Freight on three boxes of harness.....		23 09	
J. Setter	Carrying despatch		1 00	
S. J. Van Rensselaer. ...	Draying		2 50	
L. J. A. Leveque	Petty disbursements.	3 00		
	Less—Refund	1 00		
			2 00	
J. Henderson	Winnipeg Directory.		2 00	
J. P. Wright	Petty disbursements		13 80	
Favell and others.	Escorting annuity money		21 00	
Hon. D. Laird.	592 feet of lumber.		40 04	
B. Prinot	Herding		59 00	
C. P. Telegraph Co.	Oatmeal, &c., for horses		8 00	
G. Mackay.	Waggon hire		10 00	
T. T. Quinn.	Petty disbursements		10 00	
A. McGillis.....	Sample harness		26 00	
Mahoney & McDonald.....	Supplies for Battleford Office.....		35 93	
do	do do		8 25	
Finlayson Bros...	Twelve tons of hay, Battleford Office.		60 00	
P. Ballendine	Candles for Battleford Office		22 50	
T. T. Quinn.	Petty disbursements		20 00	
Hudson Bay Co..	Pair blankets for Interpreter.....		10 50	
do	Stabling and horse feed.....		10 25	
do	Sundries for Interpreter		3 74	
do	Two pairs stockings for Chief		2 00	
do	Wintering cattle		45 00	
do	Care and butchering		60 00	
	Carried forward		14,449 11	45,356 89	123,989 23

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward		14,449 11	45,356 89	123,989 23
		Expenditure—*Continued*				
Vote No. 169	Hudson Bay Co.	For Clothing for destitute		571 05		
	do	Supplies to do		380 18		
	J. Sayers	Measuring wood		11 62		
	H. Brass	Ferriage		2 50		
	A. McKay	Snow shoes for Interpreter		5 00		
	Rev. Mr. Lestance	Three bushels potatoes		6 00		
	J. Pritchard	Hauling wood, Battleford Office		23 43		
	D. McIver	do hay		14 00		
	J. Sayers	do wood, Battleford Office		8 00		
	S. Ballendine	Carpenter work		6 00		
	J. Longmore	Hauling hay		38 75		
	D. McIver	do		4 75		
	Red Pheasant	Potatoes and barley for sick cattle		6 00		
	W. Favel	Care of horses		22 50		
	J. Sayers	Hauling wood		9 75		
	G. S. Dawson	Pair blankets for Interpreter		10 00		
	J. McDonald	Conveying a despatch		34 00		
	J. McKay	Driving cattle		45 00		
	C. Thompson	Repair of stove		12 70		
	A. Sufferin	Hauling hay		12 00		
	J. Sayers	do ice		9 00		
	Mahoney & McDonald	Sundry supplies		8 95		
	S. Sanderson	20 beef salting tubs		100 00		
	C. Mair	Three dozen fish hooks		1 80		
	W. S. Scott	Rent of icehouse		8 00		
	J. McDonald	Herding		75 00		
	C. Mair	Sundries for office		25 76		
	J. Pembrun	Four nets		12 00		
	P. Erasmus	Driving cattle		15 00		
	P. Ballendine	Sundries for office		45 37		
	P. C. Pembrun	Hay		60 00		
	do	10 nets		30 00		
	A. Campbell	Harness, jumper, &c., for Interpreter		14 50		
	D. Villebrun	Delivering white fish		10 00		

C. Thompson	Horse shoeing			18 45
J. F. Graburn	Accountable cheque		600 00	
	Less—Refund		35 12	
				564 88
J. P. Wright	Drayage and duty on clothing			1 50
Winnipeg and Western Transport Co.	Freight and charges on clothing			51 75
J. P. Wright	Drayage and entry of medicine chest			4 00
Canada Pacific Railway	Freight of case of stationery			7 00
do	do medicine chests			36 85
Hudson Bay Co	Supplies for destitute			515 17
W. Turner	Herding			13 00
Hudson Bay Co	Sundries			65 72
do	Boots, &c., for Chiefs and Headmen at Pitt			51 45
do	Sundries at Pitt			115 37
J. Pembrun	Driving cattle			12 00
do	Five nets			15 00
G. F. Herchmer	Services			10 00
J. Longmore	Hauling hay			59 20
do	do			11 30
do	do			10 00
W. L. Orde	Petty disbursements			27 25
J. McKay	One horse			75 00
North - West Mounted Police	Sundries			15 00
D. McIver	Teaming			6 00
G. Hamilton	do			6 00
do	Blankets, boots and ammunition			45 95
B. Larocque	Wintering cow			15 00
W. J. Scott	Oats			50 00
D. McLeod	Coal oil			8 75
J. McDonald	One flat sleigh			4 00
J. Munro	Repairs to buckboards			7 50
C. Mair	72 sacks			54 00
P. Ballendine	Herding			50 00
do	Sundries for office			32 31
do	Herding			16 66
R. Scott	15 socks			15 00
W. L. Orde	Butchering cattle			74 00
Mahoney & McDonald	Sundries for office			26 26
Hudson Bay Co.	Removing Indians to Onion Lake			268 68
do	244 sacks			146 85
McFarlane Bros.	Surcingles			7 50
Stobart, Eden & Co.	Sundries			191 38
D. McIver	Packing records			8 00
N.-W. Mounted Police	Sundries			20 52
Mahoney & McDonald	do			10 00
	Carried forward			18,831 97

G.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid,	Service.	$ cts.	$ cts.	$ cts.	$ cts
		Brought forward		18,831 97	45,356 89	123,989 23
		Expenditure—*Continued*				
Vote No. 169.....	Mahoney & McDonald. ...	For sundries		7 43		
	P. Ballendine.....	do		3 54		
	T. McKay.....	62 sacks		22 00		
	R. Scott.....	99 sacks		99 00		
	P. Ballendine.....	Pair blankets		8 00		
	J. Sayers.....	Driving cow		3 00		
	Rev. G. Flett..	Supplies to destitute		75 00		
	E. Dewdney.....	Sundry expenses		52 16		
	Rev. J. Hugomard.....	do		115 00		
	Sundry persons..	Expenses incurred by Inspector W. D. Jarvis during the payment of annuities in 1879		211 75		
					19,428 85	
		Expenditure in connection with the Commissioner's Office.				
E. T. Galt.....		For Passage from Bismarck to Walsh		31 70		
do		Railway fare, Montreal to Bismarck		91 10		
do		Travelling allowance and outfit		100 00		
I, G. Baker & Co.		Supplies for Commissioner while travelling		157 20		
do		Travelling expenses, Helena to Toronto		260 00		
do		Balance of Galt and McLeod's travelling expenses		97 50		
E. Dewdney.....		Travelling expenses, Assiniboine to Helena..		50 00		
do		do to Ottawa	505 50			
		Less—Refund	274 86			
				230 64		
do		Sundry petty expenses, horse hire		22 15		
do		Expenses from Shoal Lake to Battleford		15 00		
do		Travelling allowance, Commissioner and Secretary, 31 days		186 00		
do		Travelling allowance, Secretary, 40 days	120 00			
		Less—Previously paid	9 50			
				110 50		
do		Rent of office in Ottawa		15 00		

do	Accountable cheque for office expenses	500 00		
	Less—Refund	50 68		
			449 32	
do	Travelling allowance, Commissioner and Secretary, 31 days		186 00	
do	Accountable cheque	1,000 00		
	Less—Refunded	404 50		
			595 50	
E. T. Galt	Accountable cheque, self and McLeod		700 00	
E. Dewdney	Board allowance, self and Secretary, 29 days		174 00	
do	do do 31 days		93 00	
do	do do 134 do		402 00	
do	Accountable cheque	1,000 00		
	Less—Refunded	14 47		
			985 53	
do	Accountable cheque from Agent McColl		300 00	
Culbertson & Mills	Board of Commissioner and Secretary		7 00	
Cassidy & McDevitt	Horse feed		9 00	
E. T. Galt	To reimburse for loss by prairie fire		72 75	
C. P. Railway	Freighting, stationery and outfit		102 05	
E. Murphy	Teamster, wages		300 88	
W. T. Parker	1 ton of hay		12 00	
A. Wright	Sundries, outfit for Commissioner		38 60	
Donaldson Bros	Stationery		10 75	
Connell & Burke	Drayage		46 10	
Hudson Bay Co	Outfit for Commissioner		129 75	
A. Wright	Axle grease, surcingles, &c		2 25	
H. L Reynolds	Keg lime juice		6 00	
Haverty Bros	Rent of office		32 00	
Patterson & McLenighan	Horse feed and teaming		35 63	
J. H. Ashdown	Sundries for Commissioner's horses		5 35	
Hon. D. Laird	Oats do do		11 25	
F. Fischer	Salary for May and June		102 00	
W. Garland	Hay for Commissioner's horses		16 00	
G. Marchand	1 horse for Commissioner		200 00	
J. Hoey	3 do do		382 75	
W. Prosser	1 span horses for Commissioner		240 00	
Heney & Larkworthy	1 horse for Commissioner		150 00	
I. G. Baker & Co	Spring waggon		173 00	
J. Campbell	Buckboard		100 00	
A. Calder	1 waggon		90 00	
I. G. Baker & Co	Outfit for Mr. Galt		90 46	
J. Hoey	1 set harness		30 00	
T. C. Power & Bro	Freight of Mr. Galt's baggage		35 25	
S. J. Clark	Desk and chairs		6 00	
				7,688 76
	Carried forward			72,474 50

G.--INDIANS OF MANITOBA AND NORTH WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward			72,474 50	123,989 23
		Expenses in connection with the establishment and maintenance of Farms.	*Establishment.*	*Maintenance*		
Vote No. 169	T. P. Wadsworth	For Salary as Inspector of Farms, from 26th July, 1880, to 31st May, 1880		1,019 35		
	do	Travelling expenses on tour of inspection for six months ended 31st December, 1879		708 98		
	J. Campbell	Buckboard for Mr. Wadsworth		100 00		
	Wright & Arbuckle	Harness do		37 50		
	J. Chisholm	Cart do		35 00		
	J. P. McGregor	3 horses do		400 00		
	Hudson Bay Co.	Camp outfit do		23 00		
	do	Care of horses do		7 00		
	Stobart, Eden & Co.	Supplies do		30 55		
	A. McGillis	Horse shoeing do		4 00		
	N. W. Mounted Police	Oats do		119 80		
	W. Johnson	2 horses	300 00			
	do	1 waggon	100 00			
	do	1 set harness	50 00			
	L. Smith	2 horses	325 00			
	J. Nolan	2 do	350 00			
	T. Content	2 do	300 00			
	Murphy, Neil & Co	2 do	250 00			
	do	1 waggon	135 00			
	do	8 bottles lime juice		5 95		
	P. Peterson	2 horses	300 00			
	R. R. Mills	2 do	462 50			
	A. C. Beekman	Harness, buggy top, &c	50 00			
	Culbertson & Mills	Board of Instructors, Taylor & Gowan		58 00		
	Cassidy & McDevitt	Provender for horses		74 00		
	J. Mee & Bro	Blacksmith work	70 62			
	I. G. Baker & Co	2½ per cent. on 2,831.07 advanced		56 62		
	do	Supplies for Instructor Taylor		367 44		
	do	do do Wright		401 91		
	J. Ellis	Fitting R. R. car to convey horses from Ottawa		8 88		
	Esmonde Bros	13 cook stoves and utonsils	504 01			

A. O. F. Coleman	13 span horses and fitting	3,027 35			
Esmonde Bros	Kitchen utensils and packing	39 65			
Thos. Birkett	13 sets carpenters' tools	3,177 46			
A. O. F. Coleman	Remuneration for purchase of horses		100 00		
Sundry persons	Cab hire for Instructors		2 50		
Grand Trunk Railway Co	Fare of 13 Instructors to St. Boniface		359 70		
I. G. Baker & Co	Supplies for Instructor Wright		594 41		
do	do Taylor		564 70		
do	2 breaking ploughs for Taylor and Wright	75 00			
do	Sundry kitchen utensils	5 50			
R. Stalker	2 ox carts and harness for Scott and Heenan	41 00			
S. Bruce	To purchase fodder for horses		100 00		
A. Cushing	5 days' board of Assistant Instructor M. Begg		15 00		
A. O. F. Coleman	8 horses, feeding and fitting	1,135 29			
S. & H. Borbridge	Harness for Instructors	1,151 38			
Thos. Birkett	Tools and implements	985 68			
Grand Trunk Railway	Freight of horses for Instructors		515 00		
J. McKay	26 yoke of oxen	3,640 00			
Westbrook & Fairchild	26 harrows	494 00			
J. H. Ashdown	4 waggons	320 00			
do	29 ploughs	521 40			
Yule & Stewart	39 carts	643 50			
Johnson, Rocan & Co.	1 ox	75 00			
J. H. Ashdown	10 ploughs	188 40			
Haslam & Wilson	9 waggons	774 00			
Mulholland Bros	9 sets pit saw handles	27 00			
J. McKay	Herding 52 oxen, 10 days		20 00		
A. McDonald	Hauling ploughs from storehouse		2 75		
Str. "Colville"	Passages of Instructors and freight of baggage to Lower Fort		118 00		
C. P. Railway	Freight of horses, supplies, &c		1,340 81		
Str. "Cheyenne"	do supplies		46 06		
Str. "Alpha"	do do		270 52		
S. W Ritchie	Sashes and doors	106 00			
Roberts & Sinclair	Horse and buggy hire		18 00		
Hudson Bay Co	26 pairs blankets	234 00			
do	39 ox yokes	300 30			
do	Passage and freight of baggage of 18 farming Instructors and Assistants from Lower Fort to South Saskatchewan		8,587 75		
N. L. Piper & Son	Stoves and fittings	163 88			
D. McLeod	Freight of Instructor Loucks' effects from Winnipeg to P. A. Landing		44 80		
J. J. English	Railway fare Winnipeg to Bismarck		22 00		
J. Setter	do do		22 00		
W. Champness	Inspecting horses		5 00		
Grand Trunk Railway Co	Fare of Instructor Bruce to Bismarck		54 75		
	Carried forward	20,322 92	16,261 76	72,474 50	123,989 23

G.--INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	30,322 92	16,261 76	72,474 59	123,939 23
		Expenses in connection with the Establishment and Maintenance of Farms—*Continued.*	*Establishment.*	*Maintenance*		
Vote No. 169	Grand Trunk Railway Co	For Fitting drinking troughs in horse car		4 50		
	Kavanagh Bros	Supplies for Instructors at Walsh		2,500 00		
	Sundry persons	Expenses incurred by Agent Orde in connection with the conveyance of farming Instructors, their outfit, horses, baggage, &c., from Toronto to Winnipeg, by rail		3,104 03		
	West. Union Telegraph Co	Messages		11 08		
	Helena *Herald*	Advertising		20 00		
	Overland Hotel	Board of farmers		98 00		
	Culbertson & Mills	do		12 00		
	J. Mee & Bro	Horse shoes		5 00		
	Benton Stables	Keep of 3 horses		3 50		
	M. Walsh	Freight of farm implements		33 15		
	W. D. Whitney	Blacksmithing		11 90		
	I. G. Baker & Co	Supplies for Taylor's farm		193 50		
	do	do Wright's farm	1,126 35	94 93		
	W. S. Gladstone	Shingles and timber for Taylor	18 00			
	F. Delatras	Lumber for Patterson	4 40			
	W. S. Gladstone	do Taylor	124 56			
	I. G. Baker & Co	2 pairs blankets for English	16 00			
	do	do do J. Setter	16 00			
	do	Supplies for Thomas Wright		153 32		
	do	do S. Bruce		951 47		
	do	do do		27 00		
	M. A. Flanagan	Contract price of dwelling erected Taylor's farm	800 00			
	W. S. Gladstone	Windows and doors for southern farmers	56 00			
	I. G. Baker & Co	6 setts double harness	180 00			
	do	Fare of Wright, Taylor and Gowan		105 00		
	do	Freight of effects, Benton to Walsh		113 34		
	do	do do McLeod		196 07		
	do	20 yoke working oxen for farms	2,000 00			

do	6 ploughs, with extra shares	225 00			
do	2 buffalo robes for S. Bruce	6 00			
do	2 waggons and 1 waggon sheet	209 00			
do	2 buffalo robes for Patterson	6 00			
do	165 lbs. beef		8 25		
T. C. Power & Bro.	Freight and charges on horses and effects to Benton		753 00		
do	1 waggon	130 00			
do	Fare of Instructors, Bruce, English, Patterson and Setter, Bismarck to Benton		160 00		
John Glen	Crops and improvements on Wright's farm	360 00			
J. Dunbar	Seed potatoes for Instructor Kettles	92 76			
W. A. Rutherford	do do	105 04			
J. Mee & Bro	Horse-shoeing		40 18		
A. Beekman	4 pairs hobbles	3 60			
I. G. Baker & Co	1 horse for Instructor Bruce	125 00			
do	Sulky plough	70 00			
do	2 wheat drills and freight of same	234 47			
E. McKay	Horse feed		26 00		
James Patterson	Instructor, travelling expenses, Belfast, Ont , to Bismarck		47 65		
H. Olsen	Seed potatoes	97 15			
J. McFarlane	do	69 20			
P. Decotah	Work on farm house, at Eagle Hills	22 00			
R. Fennel	Carpenter work on dwelling for Wright	18 00			
C. Brisbois	Driving and branding cattle	8 00			
G. French	Sundry supplies		29 83		
T. McKenzie	Ploughing 15 acres	75 00			
O. S. Main	169 lbs. beef		8 45		
do	Beef		36 25		
do	150 lbs, beef for Wright		7 50		
C. Uniack	Hay	19 20			
E. McKay	Freighting supplies		128 34		
do	Hay for J. J. English	6 00			
C. Corrister	Services as guide		20 00		
I. G. Baker & Co	Supplies to farmers		107 25		
do	do Wright		40 26		
A. O. F. Coleman	Medicine for farm horses		6 00		
L. French	Surrender of farm improvements at Blackfoot Crossing	861 00			
do	Ploughing 17 acres for J. Patterson	68 00			
do	Feeding horses 12½ days		25 00		
See-kah-ho-kootch	Hay for Williams	20 00			
Hudson Bay Co	Sundry services to farmers		23 98		
W. L. Orde	Sundry expenses in connection with transport of farmers		50 10		
Mrs. Everson	Rent of stable to Instructor English		4 00		
W. Casey	Board of Ross and Trotter, assistants to Setter		16 50		
R. McKinnon	Lumber for English	12 25			
J. J. English	Balance of travelling expenses due him		5 70		
W. Spervian	Beef for English		5 00		
	Carried forward	27,486 87	25,449 49	72,474 50	123,989 23

G.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		Brought forward	27,486 87	25,449 49	72,474 50	123,080 23
		Expenses in connection with the Establishment and Maintenance of Farms—*Continued.*	*Establishment.*	*Maintenance*		
Vote 169	J. McDougall	For Carpenter work on dwelling for S. Bruce	18 23			
	M. Welch	Freight of supplies		120 00		
	C. King	Oats for Instructor Patterson	11 00			
	do	Seed potatoes for Instructor Kettles	76 00			
	do	Improvements on Piegan Reserve Farm surrendered to Government	1,000 00			
	J. Dunbar	Seed potatoes for Kettles	153 72			
	J. Henry	Vegetables for Taylor		110 20		
	A. L'Hirondel	1,500 pine rails for Wright's farm	30 00			
	J. C. Lansberry	Driving cattle to Taylor's do		16 71		
	W. Atkins	do do		12 00		
	W. Parker	Stabling horses		7 50		
	R. McCutcheon	Freight of supplies to Setter		11 46		
	Mee Bros	Harrow teeth	45 30			
	T. C. Power	Pemmican and potatoes for Setter		9 61		
	J. G. McDougall	Sawing timber for house on Piegan Reserve Farm	27 00			
	A. L'Hirondel	501 poles for building Wright farm	20 44			
	Wright & Arbuckle	Harness for Instructor McCord	17 00			
	J. H. Ashdown	Sundries, outfit for do	11 67			
	W. S. Gladstone	2,476 feet of lumber for dwelling	148 56			
	W. S. Lee	1,495 lbs. beef		74 75		
	N. T. McLeod	Garden seeds for farms	9 45			
	J. Dunbar	Cooking stove, Piegan Reserve Farm	30 00			
	do	6 tons hay	30 00			
	do	Barley for Blackfoot Reserve Farm	43 40			
	J. Holloway	Ploughing 25 acres	125 00			
	I. G. Baker & Co	Tea, sugar, rice, &c		93 74		
	do	Sundries for Instructors		380 29		
	do	Seed wheat	197 60			
	do	Seed potatoes, Blackfoot Reserve Farm	174 24			

D. Wanamaugher	Driving oxen for Instructor Taylor		30 00		
H. Oslen	2 tables for Piegan Reserve Farm	12 00			
do	Seed potatoes for do	77 12			
do	Improvement on land occupied by him on Piegan Reserve Farm	1,200 00			
do	Oats hay and seed peas	630 72			
J. Hollis	Seed potatoes for Piegan Reserve Farm	241 72			
do	Seed barley do do	67 76			
D. Banberry	Freighting		20 73		
M. Gallagher	Hay for Piegan Reserve farm	8 00			
Grand Trunk Railway Co	Fare of Instructor Demais to St. Boniface		30 00		
L. Rousell	Driving oxen to Stoney Reserve farm		8 00		
M. Holloway	Teaming rails, etc., Taylor's farm	239 38			
T. McKenzie	Breaking 25 acres, Bow River farm	125 00			
J. Sproul	Freighting to Stoney Reserve farm		106 27		
W. S Lee	Seed, oats and wheat, Pincher Creek farm	751 64			
W. Whitney	Repairs to waggons		3 85		
J. C. Stone	Freighting to Taylor's farm		35 72		
W. Whitney	Repair of waggons, Piegan Reserve farm		[illegible]		
A. L'Hirondel	883 rails for Bow River farm		[illegible]		
T McKenzie	Teaming rails		40 38		
do	Freight of seed wheat		98 80		
J. Lauder	413 lbs. beef, for Bow River farm		28 91		
O. S. Main	480 do for Piegan Reserve farm		31 90		
L. Bell	Teaming, Pincher Creek farm		20 50		
D. McDougall	51 lbs. pork, Bow River farm		10 20		
T. McKenzie	Teaming rails and timber		51 92		
do	307 lbs. beef at Calgary		24 56		
I. G. Baker & Co	Sundry supplies for Bow River farm		286 43		
T. Robison	175 lbs. beef do		10 50		
Hudson Bay Co	Freight of Instructor's supplies from south branch of Saskatchewan to various points	3,624 72			
	Less—Withheld	500 00			
			3,124 72		
do	Rope supplied Instructor McCord	9 60			
do	Supplies for do		35 65		
do	do Instructors		272 38		
do	do do Williams and Delaney		18 85		
A. A. Vice	Driving cattle to farm at Fort McLeod		90 00		
Hon. D. Laird	Barley and oats for Instructor Sherrin	6 56			
H. Brass	Repairing carts for farmers		5 00		
P. Ballendine	Candles for Instructor Sherrin		2 50		
do	Coal oil do		1 50		
C. Mair	Sundries for Loucks		10 35		
Norris & Logan	Hay do		10 00		
McPhail & Butchard	Sundries do		3 50		
J. Williscraft	Potatoes do		18 75		
	Carried forward	33,024 98	30,749 48	72,474 50	123,989 23

G.—INDIANS OF MANITOBA AND THE NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	cts.	$ cts.
		Brought forward	33,024 98	30,749 48	72,474 50	123,989 23
		Expenses in connection with the Establishment and Maintenance of Farms—*Concluded.*	*Establishment.*	*Maintenance*		
Vote 169	F. H. Francis	For 1 pair bob sleighs for Loucks	8 00			
	H. F. Bonn	26 bushels barley do	19 50			
	W. Sayers	Horse hire do		5 00		
	J. Badger	Guide do		5 00		
	Mahoney & McDonald	Coal oil do		1 25		
	do	Supplies do		74 14		
	do	1 set platform scales for Donelly	20 00			
	do	6 bottles pain killer for Sherrin		2 40		
	R. Scott	Oats and potatoes for Donelly	12 24			
	A. Campbell	1 mare for Delaney	70 00			
	R. Matheson	Baking bread for Instructors		5 00		
	Thunder	Rent of lodge as dwelling for L. Sayers		15 00		
	T. Smith	1 horse for Instructor Williams	150 00			
	H. Kelly	Hay for farmers	36 25			
	F. H Francis	Oats for Loucks	10 00			
	Hudson Bay Co	Harness for Loucks	30 60			
	do	Saddle and tent	31 00			
	do	50 bushels barley	104 75			
	do	Sundry supplies		58 50		
	D. Ross	Board of Instructors		10 00		
	L. Sayers	Conveying Sherrin's baggage to Eagle Hills		5 00		
	P. Ballendine	Sundries for Sherrin		6 85		
	Mahoney & McDonald	do for farmers		15 00		
	B. Brewster	Hay for Loucks	10 00			
	T. McKay	Oats and sacks for farmers	95 00			
	R. Scott	14 bushels barley for Delaney	21 00			
	Hon. D. Laird	Wheat, barley and oats	19 00			
	Mowat & Saffery	Seed wheat	455 15			
	C. Demais	Travelling expenses		50 00		

E. Thomas.....	Services as Instructor.....	....	70 00		
		34,117 47	31,072 62	65,190 09	
	Total Expenditure	....	....	....	137,664 59
	Balance over-expended.....	....	....	....	13,675 36

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.
ROBERT SINCLAIR,
Accountant.

H.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service	$ cts.	cts.	$ cts.	$ cts.
		Sioux in Manitoba and North-West.				
Vote 170		Legislative appropriation for 1879-80				7,000 00
		Expenditure.				
	L. W. Herchmer	For Salary for 12 months, from 1st July, 1879, to 30th July,'80.	980 00			
	do	Superannuation deduction on above	20 00			
				1,000 00		
	do	Travelling expenses, 1st Sept. to 31st March		627 75		
					1,627 75	
	Hudson Bay Co.	Supplies				35 95
	Brown, Oldfield & Co.	Garden seeds		56 30		
	L. W. Herchmer	Advance to purchase seed grain		150 19		
	Ashdown & Agnew	104 lbs. beans		14 56		
					221 05	
	G. Lindsay	Ammunition		24 00		
	Hudson Bay Co.	Repairs to ploughs		12 00		
	G. Lindsay	1 grain cradle		5 00		
	J. L. Crevar	do		5 00		
	C. McCraken	Repairs to ploughs		5 50		
	J. H. Ashdown	Implements and ploughs		127 52		
	S. Bannerman	7 carts		100 00		
	Haslam & Wilson	Breaking ploughs		100 00		
	W. H. Disbrow	Grain crusher		52 00		
	J. Little	Whiffletrees		18 00		
	R. Stalker	4 sets harness		40 00		
	W. L. Orde	Repairs to White Caps plough		2 50		
					491 52	
	Donald Gunn	1 yoke oxen		160 00		
	S. Bannerman	21 heifers		500 00		
	do	10 oxen		700 00		
	do	8 sows		40 00		
	A. McKenzie	1 Durham bull		120 00		
	G. M. Yeomans	1 Berkshire boar		20 00		
					1,540 00	

Stobart, Eden & Co	Clothing			40 00	
Caldwell & Co	Medicines			12 05	
J. Faillait	Interpreting 2 days			5 00	
	Total Expenditure, Vote No. 170				3,973 32
	Unexpended balance				3,026 68

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.
ROBERT SINCLAIR,
Accountant

I.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts.	$ cts.	$ cts.
		To provide for the payment of Instructors in Agriculture in the North-West.				
Vote 171		For Legislative Appropriation for 1879-80			11,250 00	
		Supplementary Estimates			10,000 00	
						21,250 00
		Expenditure.				
		Wages paid Instructors in farming at the rate of $730.00 *per annum.*				
Samuel Bruce		At Fort McLeod, from 23rd August, 1879, to 30th June, 1880		623 38		
George Chaffey		do Carlton, from 1st Oct., 1879 do		547 47		
M. Chamberlain		do Ellice, from 1st Sept., 1879 do		608 33		
J. Delaney		Lake of the Isles, from 1st Oct., 1879 do		547 47		
R. S. Donally		Victoria do to 30th April, 1880		425 81		
J. J. English		Cypress Hills		182 00		
F. L. Hunt		Qu'Appelle, from 13th August, 1879, to 31st March, 1880		463 09		
James Johnston		Fort Pelly, from 1st Nov., 1879, to 30th June, 1880		486 64		
C. Kettles		For Three months		150 00		
W. A. Loucks		At Prince Albert, from 10th August, 1879, to 31st March, 1880		468 96		
S. B. Lucas		Pigeon Lake, from 1st Oct., 1879, to 30th April, 1880		425 81		
J. J. McHugh		Edmonton, from 1st Oct., 1879, to 30th June, 1880		547 47		
J. F. B. Morice		Stoney Reserve, for month of June, 1880		53 22		
J. Tomkins		Duck Lake, from 1st Sept., 1879, to 30th May, 1880		547 47		
J. Norrish		For 2 months and 29 days		148 27		
J. Patterson		At Blackfoot Crossing, from 23rd Aug., 1879, to 30th June, 1880		415 69		
J. Scott		Touchwood Hills, from 1st Jan., 1879, to 31st March, 1880		547 49		
J. Setter		Cypress Hills, from 10th Aug., 1879 do		468 96		
B. Sherrin		Battleford, from 1st July, 1879, to 31st Dec., 1880		365 00		
H. J. Taylor		On Government farm at Fort McLeod, from 1st July, 1879, to 31st Dec., 1880		365 00		
T. Wright		Government farm at Fort Calgarry, from 15th April, 1879, to 30th June, 1880		881 07		
P. J. Williams		At Fort Pitt, from 1st Sept., 1879, to 31st March, 1880		425 81		
					9,694 41	

Wages paid to Farmers' Assistants.

E Aylwin	For Wages as Assistant to Lucas			200 00
D. Trotter	do	Setter		35 00
C. Arnaud	do	do		35 00
W. J. Read	do	Sherrin,		210 00
S. Poyack	do	do		80 00
Bad Robe	do	do		43 25
Old Sioux	do	do		11 25
J. Rae	do	Scott		10 00
H E. Chamberlain	do	do		216 00
W. Tomkins	do	J. Tomkins		72 92
W. Graham	do	English		210 00
A. Yale	do	do		6 00
H. Ross	do	Wright		105 00
D. Wanamaugher	do	do		123 81
D. Blucord	do	do		6 50
T. Rogers	do	do		25 16
F. L'Hirondel	do	do		25 00
A. L'Hirondel	do	do		30 00
W. R. Wright	do	do		12 16
P. McGillis	do	do		88 35
M. McDavidson	do	do		14 80
L. Wood	do	do		35 00
F. Sansel	do	Taylor		62 62
R. W. Gowan	do	do		382 70
A. A. Vice	do	do		130 80
C. Royles	do	do		48 55
C. Jones	do	J. Patterson		98 75
E. Murphy	do	do		35 00
C. Pruden	do	Chaffey		23 33
A. Caiseau	do	Tomkins		68 00
T. Longneck	do	do		9 00
K. McLeod	do	Loucks		60 00
J. Johnston	do	do		30 00
T. Heenan	Wages, July, 1879			60 83
G. F. Gow	do			232 49
M. Begg	do			270 00
W. J. O'Donnell	do			140 00
E. Higgins	do			100 00
J. Crack	do			160 00
A. G. Johnston	do			180 00
J. Norrish	do			13 99
Sundry persons	do			56 75
C. A. Lawford	do			269 82
		Carried forward ..		4,127 83	9,091 41	21,250 00

I.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts.	$ cts	$ cts.	$ cts.
		Brought forward		4,127 83	9,694 41	21,250 00
		Expenditure—*Continued.*				
		Wages paid to Farmers' Assistants—Continued.				
Vote 171	E. D. Fabusill	For Wages		48 75		
	Sundry persons	do		826 55		
	C. Whiteford	do		25 00		
	D. Whiteford	do		84 50		
	R. Johnston	do		243 75		
	S. Johnston	do		243 75		
	J. Friday	do		145 75		
	E. D. Folwell	do		33 75		
	Silver	do		4 00		
	D. Gunn	do		15 00		
	J. Reilly	do		52 50		
	J. Nelson	do		52 50		
	J. Dunbar	do		72 33		
	A. Doyle	do		243 00		
	J. Foley	do		210 00		
	W. H. Tomkins	do		60 00		
	P. Atkinson	do		52 00		
	J. Williscraft	do		60 00		
	F. Dreever	do		20 00		
	H. Pacquette	do		25 57		
	I. Pacquette	do		25 57		
	R. Higgs	do		64 61		
	J. N. Baskin	do		9 00		
	F. T. Hay	do		177 68		
	P. Coutois	do		120 00		
	W. Peden	do		2 25		
	J. Bowles	do		56 75		
	W. G. Hunt	do		72 06		
	Anson Ely	do		109 66		
	E. Houseman	do		150 00		
	Migosa	do		3 50		
	M. Rae	do		18 99		

F. Miller	do			35 00	
W. H. Reid	do			21 00	
J. Mooney	do			60 67	
A. Boyle	do			6 73	
J. Falcon	do			11 53	
J. Morriseau	do			75 00	
P. Decotah	do			115 00	
S. Ballendine	do			60 00	
R. Sandison	do			48 00	
L. Sayers	do			68 33	
J. Moiseney	do			50 00	
W. Todd	do			35 83	
H. J. Thompson	do			20 00	
G. D. Gopsill	do			91 00	
J. Cree	do			15 00	
T. Littlehouse	do			15 00	
J. Littlehouse	do			15 00	
J. Folster	do			50 00	
W. Turner	do			75 00	
J. Morissey	do			25 00	
W. Fitzgerald	do			39 00	
J. Saunders	do			10 00	
E. Delaney	do			173 35	
C. Carson	do			230 00	
A. Smith	do			39 00	
J. Ferries	do			25 00	
H. Lawford	do			18 50	
P. Whiteford	do			53 50	
J. H. Gooderham	do			119 00	
P. Pratt	do			40 00	
N. Robertson	do			59 25	
A. D. McPherson	do			56 30	
R. Scott	do			35 40	
W. J. McLean	do			90 05	
A. Cadieu	do			65 00	
N. Spence	do			45 00	
J. Robillard	do			186 00	
E. E. Price	do			13 50	
T. Horsfall	do			80 00	
W. Erasmus	do			10 00	
A. Faillant	do			27 75	
B. Mozimer	do			3 00	
C. Kotay	do			27 00	
C. Côté	do			9 00	
N. H. Hunt	do			108 00	
E. McGillivray	do			84 00	
J. Laurendell	do			45 00	
	Carried forward			10,032 30	9,694 41	21,250 00

I.—INDIANS OF MANITOBA AND NORTH-WEST—*Continued.*

Authority for Payment.	To whom paid.	Service.	$ cts	$ cts.	$ cts.	$ cts.
		Brought forward		10,032 30	9,694 41	21,250 00
		Expenditure—*Concluded.*				
		Wages paid to Farmers' Assistants—Concluded.				
Vote 171.	F. Piché	For Wages		52 30		
	J. Rowland	do		12 75		
	T. Boucher	do		5 00		
	P. Blanchet	do 35 00				
		Less—Refund 9 90		25 10		
	Fredrick	Wages		25 00		
	W. Cust	do		10 00		
	J. Badger	do		10 00		
					10,172 45	
		Total Expenditure				19,866 86
		Unexpended balance				1,383 14

Department of Indian Affairs,
Ottawa, 30th June, 1880.

L VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.

Robert Sinclair,
Accountant.

RETURN D.

STATEMENT showing the Number of Acres of Indian Lands sold during the year ended 30th June, 1880; the total amount of Purchase Money and quantity of surveyed surrendered Indian Lands remaining unsold at that date.

Towns or Townships.	Counties or Districts.	No. of Acres sold	Amount of Sale.	Approximate Quantity remaining unsold.	Remarks.
			$ cts.	Acres.	
Albemarle	Bruce	2,829	2,837 00	7,424	Some of these lands were resumed by the Department, the condition of sale not having been complied with, which is the reason that in some Townships there appears to have been more land sold during the past fiscal year, than remained unsold according to the previous year's report.
Amabel	do	819	1,016 12	334	
Eastnor	do	2,117	2,015 50	14,880½	
Lindsay	do	6,457	6,477 00	37,397	
St. Edmunds	do	2,004	1,806 50	51,867	
Town Plot, Hardwick	do			1,100	
do Oliphant	do			476½	
do Adair	do			1,700	
do Southampton	do			336	
do Bury	do			1,768	
do Keppel	Grey	429	593 50	935	
do Wiarton	do				
Bidwell	District of Algoma	1,100	550 00	8,453	
Howland	do	932	467 50	5,363	
Shequiandah	do	480½	263 00	10,622½	
Town Plot, Shequiandah	do	1	40 00	329⅕	
Billings	do	930	467 50	10,430	
Assiginack	do	475	244 00	7,573	
Campbell	do	1,285	492 50	14,573	
Carnarvon	do	1,866	933 00	12,178	
Allan	do	3,263	1,637 00	8,866	
Tehkummah	do	1,781	890 50	8,870	
Sandfield	do	1,277	638 00	4,034	
Gordon	do	816	408 00	3,324	

RETURN D.—*Continued.*

STATEMENT showing the Number of Acres of Indian Lands sold during the Year ended 30th June, 1880, &c.—*Continued.*

Towns or Townships.	Counties or Districts.	No. of Acres sold.	Amount of Sale.	Approximate Quantity remaining unsold.	Remarks.
			$ cts.	Acres.	
Town Plot, Shaftesbury ...	District of Algoma	3	150 00	$237\frac{583}{100}$	
Nessalon River.....	do ...	11,261	10,790 00	12,591	From 22nd Sept., 1877.
Macdonald.....	do ...	$527\frac{1}{2}$	466 75	8,978	
Garden River Reserve.....	do ...	203	304 50	$15,977\frac{1}{2}$	
Aweres.....	do ...	....	....	9,742	
Fenwick.	do ...	$69\frac{1}{2}$	34 75	14,771	
Kars.....	do ...	....	....	9,479	
Pennefather..	do ...	....	....	17,131	
Dennis	do ...	....	....	3,509	
Herrick.....	do ...	....	....	7,106	
Fisher.....	do ...	....	....	9,102	
Tilley.....	do ...	....	....	12,091	
Haviland.	do ...	....	....	3,821	
Vankoughnet	do ...	....	....	11,850	
Tupper	do ...	....	....	2,800	
Archibald.....	do ...	....	....	2,900	
Laird	do ...	705	558 32	$15,495\frac{3}{20}$	
Meredith.....	do ...	435	217 50	8,784	
Gore Bay	do ...	$22\frac{9}{100}$	292 60	$20\frac{75}{100}$	
Town Plot, Manitowaning	do ...	$11\frac{62}{100}$	489 00	$46\frac{73}{100}$	
Robinson	do ...	4,857	4,344 00	67,198	
Dawson.....	do ...	6,252	3,028 00	34,265	
Cockburn Island.....	do ...	12,529	6,208 00	30,752	
Mills.....	do ...	8,294	5,413 55	14,836	
Burpee.....	do ...	10,048	6,307 50	17,448	

RETURN D.—*Continued.*

STATEMENT showing the Number of Acres of Indian Lands sold during the Year ended 30th June, 1889, &c.—*Continued:*

Towns or Townships.	Counties or Districts.	No. of Acressold.	Amount of Sale.	Approximate Quantity remaining unsold.	Remarks.
			$ cts.	Acres.	
Barrie Island	District of Algoma	11,686	5,336 80	9,256	The number of acres of unsold lands has been considerably increased, six new townships having been thrown into the market during the last fiscal year.
Neebing	Thunder Bay.			3,778	
Sarnia.	Lambton				
Anderdon	Essex				
Seneca	Haldimand			$483\frac{37}{100}$	
Cayuga	do	$1\frac{1}{2}$	60 00	$929\frac{1}{2}$	
Brantford	Brant.				
Tyendinaga	Hastings	100	100 00	3,625	
Port Credit					
Rama					
Village of Azoff					
Ouiatchouan	Chicoutimi, Que...	210	94 50	13,070	
Viger	Temiscouata, Que..			250	
Thorah Island	Prov. of Ont...			134	
Hycks Island in River Trent					
Islands in the River St. Lawrence		$162\frac{1}{10}$	1,185 00	*$1,790\frac{9}{10}$	*12 islands containing $97\frac{6}{10}$ acres have been leased this year for a term of 20 years renewable.
Totals.		$96,238\frac{81}{100}$	67,157 39	$575,082\frac{18}{100}$	

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

J. V. DEBOUCHERVILLE,
Clerk in charge of Land Sales.

DEPARTMENT OF INDIAN AFFARS,
OTTAWA, 9th December, 1880.

RETURN

AGRICULTURAL and

PROVINCES.	Indian Population Resident on Reserves.	Quantity of Land Cultivated.	New Land made in 1879-80.	Houses or Huts.	Barns or Stables.	Ploughs.	Harrows.	Waggons.	Fanning Mills.	Threshing Mills.	Other Implements.	Horses.	Cows.
Ontario	15,250	57,459	....	2,981	1,563	1,211	850	926	326	28	4,809	2,501	1,953
Quebec	5,925	8,778	.....	799	488	244	195	281	18	14	1,427	570	550
Nova Scotia	1,958	1,340	62	352	54	16	12	16	.....	...	335	34	72
New Brunswick	1,464	2,199	166	298	93	18	21	11	1	...	342	33	33
P. E. Island	290	80	10	63	5	2	2	2	.....	...	48	1	1
Manitoba	11,475	2,779	209	1,898	454	295	292	150	2	1	3,929	469	495
*N. W. Territories.	.....	1,154	1,446	386	.....	.....	.....	.....	.....	...	.....	.....	.....
British Columbia	.....	.....	.....	255	31	306	210	.....	.....	...	777	9,247	4,123
Totals	36,362	73,789	1,893	7,032	2,688	2,092	1,582	1,386	347	43	11,677	12,855	7,227

* For further Statistics see Tabular Statement accompanying Commissioner Dewdney's Report.

MARTIN BENSON,
Clerk of Statistics.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

E.

Industrial Statistics.

Sheep.	Pigs.	Oxen.	Young Stock.	Corn.	Wheat.	Oats.	Peas.	Barley.	Rye.	Buckwheat.	Potatoes.	Hay.	Fish, Value.	Furs, Value.	Other Industries.
				bush.	bush.	bush.	bush.	bush.	bush	bush	bush.	Tons.	$	$	$
1,732	5,069	716	2,599	53,600	57,815	64,717	21,011	16,105	5,401	967	74,542	6,454	20,451	39,641	47,930
134	805	32	495	7,183	3,653	16,348	5,693	661	45	2,470	11,746	2,140	526	15,071	31,558
83	28	12	76	98	270	506	82	45	.....	44	7,210	361	3,115	1,733	5,437
4	90	11	49	36	185	3,490	15	.....	.....	1,565	8,277	361	754	4,095	8,149
.....	5	.....	1	6	64	190	4	2	.....	.....	1,300	16	400	60	3,200
.....	41	326	430	1,605	3,702	95	77	983	.....	.....	49,502	2,877	112,036	34,520	2,300
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	698	.....	.....	.....
128	1,673	133	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	273,501†
2,081	7,711	1,230	3,650	62,528	65,689	85,346	26,882	17,796	5,446	5,046	152,577	12,907	137,282	95,120	372,075

† Fish, Furs and Oils exported; the greater portion of these articles have been produced by Indians.

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

RETURN

STATEMENT of the condition of the various Indian Schools

Indian Reserve or Band to which Schools belong.	Names of Teachers.	Salary per Annum.	From what Fund Paid.
ONTARIO.		$ cts.	
Caradoc Reserve, Mount Elgin Institution	Thos. Cosford		Wesleyan Missionary Society and Indian Funds
Moravians of the Thames	Daniel Edwards	350 00	Indian Funds
Chippewas of Kettle Point	W. R. Carscaden	250 00	do
Chippewas and Pottawattamies of Walpole Island	James Cameron	300 00	do and Church of England
do do	Andrew Jacobs		do do
do and Munsees of the Thames	Jacob Henry	200 00	do
do do	Joseph Fisher	200 00	do
do of the Thames	Alfred A. Jones	200 00	do
do of Saugeen	Isabella McIver	200 00	do
do do	Annie Jacques	200 00	Methodist Missionary Society.
do of Sarnia	Annie Weaver	200 00	
do of Cape Croker	Peter Elliott	200 00	Indian Funds
do do	Bella A. Simpson	200 00	do
do do	David Craddock	200 00	do
do of Rama	Maggie Armstrong	200 00	do and Methodist Missionary Society
do of Beausoliel	Allan Salt	260 00	do do
do of Georgina Island	George Grylls	250 00	Methodist Church of Canada
Stoney Point	Moses Wancosh	100 00	
Mississaguas of Mud Lake	Walter Kidd	400 00	New England Company
Mississaguas of Alderville	Minnie B. Sanderson	250 00	Methodist Mission Fund
do Hiawatha	Lila Buchanan	250 00	do
Mohawks of the Bay of Quinté	Eliza Downs	370 00	Indian Funds and Whites
do do	Elizabeth Blanchards	150 00	do
do do	L. Garrett	150 00	do
Six Nation Indians.			
1. Mohawk Institution, Brantford	J. H. Farlie Jennie Fisher	400 00 200 00	New England Company
2. On Grand River	E. B. Roberts	250 00	do and Indian Funds
3. do	Lydia Lewis	250 00	do do
5. do	S. K. Hill	250 00	do do

F.

in the Dominion, for the year ended 30th June, 1880,

Number of Boys on Roll.	Number of Girls on Roll.	Total Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling	Number Writing.	Number learning Arithmetic.	Number learning Grammar.	Number learning Geography.	Number learning History.	Number using Indian Book.	Number learning Music and Singing.	Number learning Drawing.	Number learning Scripture.	Number learning English.	Remarks.
25	26	41	38	41	41	41	14	14	.....	.....	.....	.....	.....	.....	An industrial and boarding school, $60 per annum each, for 50 pupils, contribued from Indian Funds. The boys are taught trades and farming; the girls sewing, housework, &c.
24	17	41	31	40	38	25	15	15	.....	.....	21	24	.....	.....	Singing, composition and drawing.
9	9	18	12	18	15	11	2	6	.....	.....	.....	.....	1	4	Dictation.
22	6	28	11	26	21	8	2	1	.....	.....	.....	.....	.....	.....	
35	34	69	36	44	33	31	.....	.....	.....	.....	.....	.....	.....	.....	
20	9	29	16	29	25	16	2	1	.....	.....	.....	.....	.....	.....	
22	11	33	18	33	19	21	4	7	.....	.....	.....	.....	.....	.....	
19	7	26	16	26	18	7	3	2	.....	.....	.....	.....	.....	.....	
17	9	26	13	26	26	22	6	8	.....	.....	.....	.....	.....	.....	
13	10	23	8	23	23	21	4	5	.....	.....	.....	.....	.....	.....	
30	26	56	34	50	56	19	2	2	.....	.....	.....	.....	.....	.....	
7	7	14	4	14	14	11	0	4	.....	.....	.....	.....	.....	.....	
23	4	27	10	27	26	26	1	11	.....	.....	.....	.....	.....	.....	
4	8	12	8	12	12	9	2	4	.....	.....	.....	.....	.....	.....	
15	13	28	13	28	28	28	3	7	.....	.....	21	22	.....	.....	Dictation, needlework and drawing.
11	11	22	7	22	14	7	3	2	.....	.....	.....	.....	.....	.....	
8	9	17	7	17	14	10	2	.....	.....	.....	.....	1	.....	.....	
8	9	17	9	17	16	13	9	2	2	.....	.....	.....	.....	.....	
33	23	56	26	56	40	32	14	41	9	.....	10	.....	...	.....	
27	16	43	13	43	43	28	14	30	.....	.....	.....	.....	.....	.....	
14	14	28	10	25	24	23	4	14	.....	... .	4	.....	.....	.....	
10	10	20	6	20	20	9	4	1	.....	.....	.....	.....	.....	. ...	
22	13	35	13	35	35	35	4	8	.....	.....	.. ...	.....	.....	.....	
21	14	35	16	35	35	31	14	16	8	.....	.....	19	.....	.....	
52	43	95	90	92	92	93	94	94	25	.....	39	94	66	.....	All resident in the Institution. Industrial training twice a week. The boys do farm work; the girls, housework, &c.
30	29	59	26	59	59	59	12	11	.....	.....	.....	.....	.....	.....	Scripture and drawing.
15	13	28	11	28	24	19	9	6	.....	.....	.....	.....	7	.....	do and singing.
13	6	19	9	19	19	19	2	2	.....	.....	.....	.....	12	.....	do dictation.

RETURN

STATEMENT of the condition of the various Indian Schools

	Indian Reserve or Band to which Schools belong.	Names of Teachers.	Salary per Annum.	From what Fund Paid.
	ONTARIO—*Continued.*		$ cts.	
	Six Nation Indians—Continued.			
6.	On Grand River	M. Tench	250 00	New England Company and Indian Funds
7.	do	Annie A. Jones	250 00	do do
8.	do	Eliza T. Barr	250 00	do do
9.	do	Nelles Monture	250 00	do do
10.	do	Maria Gordon	250 00	do do
11.	do	Maria Merrill	250 00	do do
12.	do	Ben. Carpenter	250 00	do do
	Mississaguas of the Crédit on Grand River	Alex Scott	350 00	do do
	Thomas school	Wm. Butcher	250 00	
	Oneida	Eliza Hyndman	250 00	
	West Bay	Minnie E. Riordon	200 00	Indian Funds
	Shequiandah	Fred. Frost	400 00	do and Church of England
	Whitefish Lake	James McKay	200 00	
	Sheshiquaning	Mary McKeon	200 00	
	Wikwemikong, boys	Joachim Kochnestedt	300 00	Indian Funds
	de girls	Lucy Heassly	300 00	do
	Wikwemikongsing	Agatha Gabou	200 00	do
	South Bay	Soph. DeLamorandière	200 00	do
	Cockburn Island	Joseph Wancosh	150 00	do
	Parry Island	W. A. Elias	200 00	do
	Henvey's Inlet	Enock Monque	200 00	do
	Shewanaga	Amelia E. Chechock	200 00	do
	Fort Williams, boys	Thos. F. Stakum	150 00	do
	do girls	Mary Connolly	150 00	do
	Shingwauk Home	E. F. Wilson	1,200 00	Indian Funds and subscription
	Wawanosh Home	D. H. Carry	600 00	do do
	Garden River, Protestant	John Esquimaux	200 00	Indian Funds
	do Catholic	Rev. Thos. Ouillette	200 00	do
	Golden Lake	Jennie Ryan	150 00	do
	Mattawan	Sister M. Antoinette	100 00	do

F.—*Continued.*

in the Dominion, for tbe Year ended 30th June, 1880.

Number of Boys on Roll.	Number of Girls on Roll.	Total Number of Pupils on Roll.	Average Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling	Number Writing.	Number learning Arithmetic.	Number learning Grammar.	Number learning Geography.	Number learning History.	Number using Indian Book.	Number learning Music and Singing.	Number learning Drawing.	Number learning Scripture.	Number learning English.	Remarks.
16	7	23	8	23	23	23	4	6	.....	.....	.....	.....	10	.....		Scripture, dictation and catechism.
36	19	55	24	54	54	42	7	6	.....	.....	.....	.....	26	.....		do do do
14	13	27	15	27	27	22	2	2	.....	.....	.....	.....	7	7		do do do
28	16	44	10	44	44	36	17	20	.....	.....	.....	.....	11	.....		do tables & recitations.
15	24	39	10	39	39	37	.....	.....	.....	.....	.....	.....	2	.....		do dictation.
11	8	19	8	19	15	10	4	2	.....	.....	.....	.....	.....	.....		do do
12	10	22	9	22	18	13	.....	.....	.....	.....	.....	.....	.....	.....		do catechism.
17	12	29	20	29	29	21	21	21	.....	.....	.....	.....	.....	.....		Dictation.
22	20	42	30	4	42	42	10	10	.....	.....	.....	42	.....	.....		
29	22	51	24	51	41	42	.....	11	.....	.....	.....	.....	.....	.....		
12	11	23	14	23	23	23	.....	.....	.....	.....	6	.....	.....	.....		Catechism and singing.
16	12	28	10	28	28	28	2	8	.....	.....	14	.....	4	14		
18	13	31	18	31	31	.....	.....	.....	.....	.....	.....	.....	.....	.....		
21	16	37	24	32	14	30	2	3	.....	.....	15	.....	.....	9		
51	.....	51	27	51	51	34	18	16	.....	.....	24	.....	.....	.....		Industrial arts taught, besides singing, drawing, English and catechism.
.....	68	68	48	68	57	42	12	9	.....	.....	4	.....	.....	.....		Scripture, sewing, spinning and weaving.
21	11	32	15	22	22	25	4	.....	.....	.....	28	.....	.....	28		
16	6	22	10	19	22	13	6	.....	.....	.....	6	.....	.....	.....		
4	3	7	6	6	7	5	.....	.....	.....	.....	4	.....	.....	4		
19	12	31	12	31	27	6	.....	1	.....	.....	.....	.....	.....	.....		
15	14	29	12	15	14	4	.....	.....	.....	.....	.....	.....	.....	.....		
16	14	30	10	30	25	22	.....	5	.....	.....	.....	14	9	.....		
24	.....	24	14	22	21	15	18	13	2	.....	7	.....	.....	.....		Catechism, singing and recitation.
.....	30	30	22	28	29	26	7	12	9	1	.....	.....	.....	.....		Catechism, scripture and French.
51	.....	51	47	51	51	45	41	40	12	.....	.....	.....	31	44		An industrial school; all resident. $60 per annum each for twenty pupils contributed from Indian Funds. The boys learn farming, trades, printing, &c.
.....	15	15	14	13	15	9	1	3	.....	.....	1	.....	.....	.....		Catechism, scripture and French.
17	7	24	13	24	24	20	2	.....	.....	.....	.....	.....	.....	.....		
18	18	36	18	36	32	12	5	3	.....	.....	.....	.....	.....	.....		
9	10	19	7	19	11	16	.....	.....	.....	.....	.....	.....	.....	.....		
33	22	55	45	55	53	33	10	9	2	.....	14	.....	.....	.....		
		1,939														

RETURN

Statement of the condition of the various Indian Schools

Indian Reserve or Band to which School belongs.	Names of Teachers.	Salary per Annum.	From what Fund Paid.
Quebec.			
Micmacs, Restigouche	Fabien Gauthier	150 00	Indian Funds
do Maria	Theotiste Cyr	150 00	do
Iroquois, Caughnawaga	Mr. and Mrs. Fletcher	350 00	do
Abenakis, St. Francis	H. L. Masta	250 00	do
Temiscamingue	Sister Ste. Antoine	100 00	do
Iroquois, St. Regis	Mary Bannon	200 00	do
Maniwaki	Sister M. du Saveur	150 00	do
Montagnais, Lac St. John	Madame Otis	150 00	Indian Funds
Iroquois, Cornwall Island	Timothy Arirhon	200 00	do
Abenakis, St. Francis	Joseph Laurent	290 00	do
Iroquois, Oka	Mrs. S. G. Dorion	250 00	
Huron, Lorette	O. Pillison	200 00	
Nova Scotia.			
Bear River, Digby	T. C. Kerr	265 00	Indian Funds
Whycocomagh	John McEachen	200 00	do
Eskasoni	Roderick McMillan	200 00	do
Prince Edward Island.			
Lennox Island	John O. Arsenault	200 00	do
Manitoba.			
Ebb and Flow Lakes	James Asham	$12 *per capita* per annum on daily average attendance, up to $300.	From Indian Funds; some also receive salaries from other sources.
Fort Alexander	John Hall		
do	Rev. J. A. Allard		
Little Saskatchewan	Benjamin Thom		
Fairford Reserve	William Anderson		
South St. Peters	H. A. Ross		
Lake St. Martin's	Francis Storr		
Broken Head River	William Dennet		
North St. Peters	Eric Hamber		
Black River	J. Hope		
The Pas	Henry Cochrane		
North-West Territories.			
Isle à la Crosse	Seur Langelier		
Little Touchwood Hills	Frank Settee		
St. Albert	Sisters of Charity	do	do
John Smith's Reserve	H. T. Bourn		
Eagle Hills	R. Jefferson		

F.—*Continued.*

in the Dominion, for the Year ended 30th June, 1880.

Number of Boys on Roll.	Number of Girls on Roll.	Total Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling	Number Writing.	Number learning Arithmetic.	Number learning Grammar.	Number learning Geography.	Number learning History.	Number using Indian Book.	Number learning Music and Singing.	Number learning Drawing.	Number learning Scripture.	Number learning English.	Remarks.
27	17	44	23	11	21	3	.....	.....	.....	.....	.....	.....	.....	.....	
15	11	26	14	14	26	18	3	3	7	.....	.....	5	.....	.....	Catechism.
41	20	61	34	58	59	35	8	7	2	.....	.....	10	2	.....	do and dictation.
21	.....	21	12	21	18	14	14	4	3	9	15	.....	.....	.....	Scripture and dictation.
13	17	30	24	29	12	20	.....	16	.....	.....	24	.....	.....	5	English, French and com-
18	9	27	23	26	20	17	.....	2	.....	.....	.....	.....	.....	.....	position.
11	10	21	12	21	21	15	2	1	.....	.....	.....	.....	.....	.....	Dictation.
11	12	23	12	23	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	
17	6	23	14	23	19	14	3	5	.....	.....	.....	.....	.....	.....	
23	8	31	16	30	18	11	7	5	.....	.....	.....	.....	.....	.....	Catechism.
27	11	38	29	38	24	22	9	13	1	.....	.....	.....	.....	.....	
22	9	31	26	31	22	22	15	15	.....	.....	.....	.....	.....	.....	
		376													
12	9	21	12	21	18	13	2	2	.....	.....	.....	.....	.....	.....	
19	9	28	11	28	13	9	3	10	.....	.....	.....	.....	.....	.....	
13	11	24	10	24	9	3	3	1	.....	.....	.....	.....	.....	.....	
		83													
11	4	15	5	15	11	10	.....	5	.....	.....	.....	.....	.....	.....	
		15													
9	13	22	22	10	9	1	.....	.....	.....	.....	.....	.....	.....	.....	Catechism.
16	21	37	16	37	37	34	.....	.....	.....	.....	.....	.....	.....	.....	
16	20	36	22	36	29	13	9	9	.....	.....	.....	.....	.....	.....	Dictation, Latin and singing
8	9	17	10	17	10	3	.....	.....	.....	.....	.....	.....	.....	.....	
18	14	32	25	32	19	16	2	2	.....	.....	.....	.....	.....	.....	
31	22	53	27	53	43	21	4	6	.....	.....	.....	.....	.....	.....	
24	2	26	18	26	19	4	.....	.....	.....	.....	.....	.....	.....	.....	
15	6	21	12	21	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	
14	11	25	14	25	25	23	3	4	.....	.....	.....	.....	.....	.....	
4	8	12	9	12	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	
35	25	60	48	60	69	15	5	5	.....	.....	.....	.....	.....	.....	Indian reading and tables.
		341													
15	36	51	47	51	43	44	13	23	34	.....	.....	.....	.....	.....	Boarding school; sewing and catechism.
8	9	17	9	17	15	10	.....	.....	.....	.....	.....	.....	.....	.....	Catechism, singing.
28	31	59	45	4	45	22	21	11	7	.....	4	.....	.....	.....	Boarding school; sewing and catechism.
12	15	27	18	27	16	12	1	.....	.....	.....	.....	.....	.....	.....	Singing, dictation.
18	4	22	15	22	16	10	.....	.....	.....	.....	.....	.....	.....	.....	
		176													

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RETURN

STATEMENT of the condition of the various Indian Schools

Indian Reserve or Band to which Schools belong.	Names of Teachers.	Salary per annum.	From what Fund Paid.
BRITISH COLUMBIA.			
Metlakahtla	D. Leask	$12 *per capita* per annum on daily average attendance, up to $300.	From Indian Funds; salaries and contributions are also given from other sources.
Nass River, Greeneville	Lizzie Greene		
St. Mary's Mission, boys	Rev. D. Carion		
do girls	Seur M. Lumena		
Fort Simpson	Susanna A. Lawrence		
Nassett	George Sneath		
Kincolith	Henry Schutt		
Victoria	Annie Pollard		

F.—*Continued.*

in the Dominion, for the Year ended 30th June, 1880.

Number of Boys on Roll.	Number of Girls on Roll.	Total Number of Pupils on Roll.	Average Daily Attendance.	Number Reading and Spelling.	Number Writing.	Number learning Arithmetic.	Number learning Grammar.	Number learning Geography.	Number learning History.	Number using Indian Book.	Number learning Music and Singing.	Number learning Drawing.	Number learning Scripture.	Number learning English.	Remarks.
87	73	160	69	160	120	92	.....	.....	.....	.....	.....	.....	.....	.....	An industrial school. Boys taught trades and farming; girls, housewifery, &c. Scripture, singing, dictation.
35	19	54	46	54	42	7	.....	.....	.....	.....	.....	.....	.....	.....	Scripture.
13	.....	13	11	13	13	10	6	6	.....	.....	.....	.....	.....	.....	do
.....	26	26	24	26	25	25	25	16	.....	.....	.....	.....	.....	.....	do
64	58	122	40	109	94	41	1	3	.....	.....	.....	.....	.....	.....	do
72	3	75	24	75	75	12	.....	.....	.....	.....	.....	.....	.....	.....	
28	22	50	26	50	50	50	.....	.....	.....	.....	.....	.....	.....	.....	Dictation.
23	21	44	12	39	19	7	.....	.....	.....	.....	.....	.....	.....	.....	
		544													

RETURN F.—Statement of the condition of the various Indian Schools, &c.—*Continued*

RECAPITULATION.

Provinces.	of Pupils.
Ontario	1,939
Quebec	376
Nova Scotia	83
Prince Edward Island	15
Manitoba	341
North-West Territories	176
British Columbia	544
Total	3,474

L. VANKOUGHNET,
Deputy Supt.-Gen. of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 30th June, 1880.

MARTIN BENSON,
Clerk of Statistics.

RETURN G.

Census Return of Resident and Nomadic Indians in the Dominion of Canada, by Provinces.

PROVINCE OF ONTARIO.

Oneidas of the Thames		641
Chippewas and Munsees of the Thames		600
Moravians of the Thames		271
Wyandotts of Anderdon		90
Chippewas, Ottawas and Pottawattamies of Walpole Island		802
Chippewas and Pottawattamies of Sarnia		510
do	Snake Island	133
do	Rama	254
do	Saugeen	353
do	Nawash	388
do	Christian Island	298
Mississaguas of Scugog, Rice and Mud Lakes		307
do	Alnwick	214
Mohawks of the Bay of Quinté		889
Six Nations on Grand River		3,204
Mississaguas of New Credit		208
Chippewas of Lake Superior		1,613
Ojibbewas of Lake Huron		1,499
Ojibbewas and Ottawas of Manitoulin Island		1,631
Algonquins of Golden Lake		83
do	Carleton	21
do	Renfrew	176
do	Nipissing	387
Chippewas of north shore of Georgian Bay		574
do	Garden River and Batchewana Bay	675
Total		15,821

PROVINCE OF QUEBEC.

Iroquois of Caughnawaga		1,462
do	St. Regis	1,037
do	and Algonquins of the Lake of Two Mountains	480
Abenakis of St. Francis		380
do	Becancour	52
Montagnais of Lake St. John		268
Amalicites of Viger		120
Micmacs of Maria		139
do	Restigouche	400
do	Gaspé Basin	50
Montagnais of Betsiamit		552
Godbout Reserve		31
Seven Islands		260
Mingan		145
Natasquan		83
Musquahanos		50
St. Augustine		271
Moisie		7
Naskapees of the Lower St. Lawrence		2,860

RETURN G—Province of Quebec—*Continued.*

Hurons of Lorette		280
Malichites of Temiscouata		73
Algonquins of River Desert		407
do	Temiscamingue	198
do	South Pontiac	68
do	North Pontiac	520
do	Hull	66
do	Piccanock	21
do	Hincks	15
do	Eagle River	22
do	Bouchette	9
do	Tomasine	196
do	Kakebonga	92
do	Bowman	8
do	Lievres West	54
do	Mulgrave	20
do	St. Angelique	3
do	Ripon	4
do	North Nation	44
do	Argenteuil	6
do	Doncaster	8
do	Montcalm	12
do	Joliette	5
do	Berthier	6
do	Richelieu	3
do	Iberville	7
do	Maskinonge	20
do	St. Maurice	184
do	Compton	5
do	Portneuf	3
	Total	11,006

PROVINCE OF NOVA SCOTIA.

Micmacs of Annapolis, Digby, Yarmouth and Shelburne		362
do	Kings County	91
do	Queens	105
do	Lunenburg	56
do	Halifax	130
do	Hants	80
do	Colchester	100
do	Cumberland	83
do	Pictou	197
do	Antigonish and Guysboro'	167
do	Richmond	244
do	Inverness	93
do	Victoria	144
do	Cape Breton	250
	Total	2,102

PROVINCE OF NEW BRUNSWICK.

Micmacs of Restigouche		32
do	Gloucester	26

RETURN G—Province of New Brunswick—*Continued.*

Micmacs of Northumberland	429
do Kent	282
do Westmoreland	142
Amalicites of Madawaska	34
do Victoria	146
do Carleton	27
do Charlotte	63
do St. Johns	25
do York, Sunbury, Kings and Queens Counties	258
Total	1,464

PROVINCE OF PRINCE EDWARD ISLAND.

Micmacs	290

PROVINCE OF MANITOBA AND THE NORTH-WEST TERRITORIES.

Chippewas and Crees of Treaty No. 1	3,770
do do do 2	1,033
do Salteaux do 3	2,693
do do and Crees of Treaty No. 4	5,876
do do do do 5	3,158
Plain and Wood Crees of Treaty No. 6	8,508
Blackfeet of Treaty No. 7	7,549
Resident Sioux	1,200
	33,787

ARTHABASKA DISTRICT.

Plain Crees	18
Wood Crees	809
Assiniboines	13
Chipweyans	1,303
Beavers	255
Total	2,398

PROVINCE OF BRITISH COLUMBIA.

Aht Nation.

Ohey-aht	262
She-sha-aht	161
How-chuck-les-aht	91
Opet-ches-aht	53
To-quh-aht	47
W-ltoo-ilth-aht	287
E-koolth-aht	48
Estimates of the remaining tribes not included in the above.	2,551
Bella Coola and Ilet Suck, estimated at	2,500
Comox (3 bands)	88
Cowichan Nation :—	
Esquimalt	77
Songhees	182
Nanaimo	223

RETURN G—Province of British Columbia—*Continued.*

Cowichan Nation : —	
Skwaw-mish	639
Soke	39
Tche-a-nook	54
Ke-tlay-nup	24
Li-icks-sun	49
Hal-alt	44
Pa-nel-a-kut	239
Ku-leets	117
Sick-a-meen	36
So-me-naw	112
Kwaw-ma-chin	201
Ka-nip-sum	65
Ko-ne-a kun	89
Clem Clem-a-lits	167
Kevil-kiva-sha-lah	31
Tlip-pah-lis	29
Sno-no-wus	17
Kwa-le-cum	29
Chah-thul-elp-il	104
Tsah-wit-ook	71
Pau-kwe-chin	93
Tsi-klum	41
She-shell	167
Ska-sah-ah	20
Koo-nah-mich	15
Hydah nation, estimated at	2,500
Quackeweth	3,500
Tsimpsheean	5,000
Mainland Bands.	
Samamhoo	65
Tsowassan	52
Misqueam	92
False Creek	42
Capitano Creek	41
Mission Burrard Inlet	123
Seymour Creek	22
No. 3 Reserve, Burrard Inlet	39
Co-quit-lum	36
Katsey	127
Langley	106
Whonock	30
Matsqui	76
Sumas, No. 1	19
" No. 2	12
" No. 3	41
Nicoamen	14
Sque-am	25
Klatawars	16
Schurye	28
Co-qua-piet	26
Squehala	30
Squah	71
Assylitch	12
Skokale	34
Yak-y-you	44

RETURN G—Province of British Columbia—*Continued.*

To-y-lee	51
Harrison Mouth	41
Chehales	131
Squatils	45
Cheam	95
Popkum	18
Skowall	48
Hope	25
Ohamille	65
Ewahoos	96
Yale	267
Spuzzum	237
Boston Bar	316
Boothroyds	251
Kanaka Flat	106
Siska Flat	67
Skappah	55
Lytton	590
Nicomen	93
Cook's Ferry	282
Nicola	522
Smilkameen	56
Okanagan (Keremeus)	136
Bonaparte	100
Kamloops	254
North Thompson and Canoe Lake	144
Dead Man's Creek	82
South Thompson (Niskahnuith)	140
Adams Lake	150
Little Suswap Lake	98
Spelemcheen	118
Head of Okanagan Lake	248
Penticton	144
Okanagan Mission	67
Osoyoos	117
Remaining Indians in Superintendency estimated at	8,522
Total	35,052

RUPERT'S LAND.

Rupert's House	400
Fort George	450
Little Whale River	50
Nitchequon	180
Osnaburgh	350
Martin's Falls	300
Long Lake	250
New Brunswick	150
Albany	100
Mattamgimingue	120
Abittibi	450
Flying Post	100
Mettachewan	50

RETURN G—Rupert's Land—*Concluded.*

Long Portage Post	50
Moose Factory	420
Waswanapee	200
Mistasine	150
Total	3,770

RECAPITULATION.

Ontario	15,821
Quebec	11,006
Nova Scotia	2,102
New Brunswick	1,464
Prince Edward Island	290
Manitoba and North-West Territories	33,787
Athabasca District	2,398
British Columbia	35,052
Rupert's Lands	3,770
Total	105,690

L. VANKOUGHNET,

Deputy Supt.-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS,

OTTAWA, 30th June, 1880.

(*This Report received too late to appear in its proper place.*)

GRAND RAPIDS, TREATY 5,
26th November, 1880.

J. F. GRAHAM, Esq.,
Acting Indian Superintendent,
Winnipeg.

SIR,—I have the honor to submit the following report, in duplicate, on Indian affairs under my superintendency in Treaty 5.

I considered it necessary to delay forwarding this report until the completion of the annuity payments, which, through unavoidable causes, was completed only on the 20th instant.

In several of the reserves, during the past winter, the Indians suffered somewhat from want of food, caused by an exceptional severe winter, and in many instances by lack of management in providing, curing and storing of fish and other supplies in time of plenty.

The supply of seed by the Department is very much appreciated and highly prized by the Indians in this Treaty.

Only in one instance have I discovered where the seed has been used otherwise than for what it was intended.

Although the seed supplied in one or two reserves on the Saskatchewan was delayed somewhat by difficult navigation until rather late in the season, yet every bushel was put in the ground excepting wheat and barley.

The supply of seed is indeed a very great help to these Indians, for during scarcity of fish last winter many of them lived entirely on potatoes, and in many of the reserves in this Treaty it is almost impossible to pit potatoes on account of the land being so very low, wet and rocky as to render it barely practicable to save any root crops over the severe winter for the following spring seed.

Immediately on my arrival at this place, after distributing seed to the Indians on the Saskatchewan, I started for Winnipeg by steamer "Colville" in order to make arrangements for the annuity payments of this Treaty.

With great difficulty I secured a York boat and crew, and started out from Winnipeg on the 12th July.

ISLAND BANDS, DOG HEAD.

I arrived at this point on the 17th July, after having encountered severe storms and contrary winds, from the mouth of the Red River to this place, I was therefore one day behind time with my payments here, but without inconveniencing the Indians in any way, as they had plenty of fish to eat; and the unfavorable weather had also delayed the steamer with the supplies, the contractors were therefore obliged to purchase provisions for the Indians.

On the next day the implements and supplies were landed and delivered to the band.

They have killed one ox and two cows of the animals supplied them by the Department, under the pretext that some of them would die of starvation, for want of hay; they concluded that the best plan was to eat some of them; they accordingly shot and ate two of the cows. Later in the spring, one of the oxen was shot by an Indian hunter, pretending that he had mistaken it for a wild animal; the bull was allowed to rove at will, and when last seen was on a small island near the Sandy Bar.

The only animals belonging to this band which are alive and in good condition are those which were allotted to the Jackfish-head Band, under Councillor James Sinclair.

FISHER RIVER BAND.

I arrived at this place on the 18th July, the day appointed for the payment of this band, but being Sunday I waited until Monday, the 19th. I paid them all on that day.

The supplies, together with the implements, were landed here on the evening of the same day, and delivered at once to the band.

These Indians suffered somewhat from want of food last spring, on account of a number of the Norway House Indians having emigrated to this place late in the fall of the year, and having very little food to begin the winter with, this, together with the very severe winter, and having lost a great quantity of their potatoes after having pitted them, a rise of water from the lake filling their pits with water, while they were away in their fishing camps, causing great damage.

They have made considerable improvements in this reserve, extending their gardens and building houses, almost every family having a house of their own, also taking good care of their cattle.

They are quite overjoyed at having among them a good and kind adviser, in the person of the Rev. Mr. Ross, Methodist Missionary, a man very highly esteemed and respected amongst these Indians.

BERENS RIVER BAND.

With favorable wind and weather, I arrived at this place on the evening of the 21st July, the day appointed for payments falling on Sunday (25th), and all the Indians having arrived on the 22nd, I decided on making the payments on the day before (24th) than the day after (26th) the appointed date.

Within the last year, these Indians have made considerable improvements in building houses, but have done very little in clearing and breaking of new land.

NORWAY HOUSE BAND.

On my arrival here, I found the Indians all on the reserve, and taking into consideration the uncertainty of making good time on this part of the Treaty, I concluded that it was advisable to make the payments here, and get away for Cross Lake on Saturday, the 31st July; so I completed payments here the day before (29th) the appointed time (30th).

These Indians are doing very well; a number of them were able to supply a quantity of seed potatoes and barley to the Hudson's Bay Company last spring, to fill a contract for the supply of seed to Indians who were destitute of seed. They did not suffer from want of food, as they had stored almost half of their last summer's provisions (supplies received at time of annuity payments) these were reserved and used in time of scarcity, and at seeding in the spring. They have again this summer stored a portion of the provisions secured at the time of the Treaty payments, in order to guard against hard times. I am sorry to say that this is the only band in the whole Treaty who take this precaution to provide and store away provisions in time of plenty, in case of future scarcity.

CROSS LAKE BAND.

With favorable weather, and a double crew (13 men), such as we are obliged to put on a York boat, for this part of the Treaty, in order to have force enough to launch the boat over the portages, I arrived two days ahead of time. As the Indians were all present on the reserve, and certain that there were no traders on the way—the only two who had followed the payments from Fisher River being present—and taking into consideration the long, dangerous and uncertain route between this point and the next place of payment—Grand Rapids—I concluded paying this band on the 2nd August, instead of the 4th, the appointed time.

Here I found very little progress in the way of farming since the last payments. They have put up a few houses, and have suffered very slightly from want of food during the past severe winter.

This band have not yet received cattle from the Department.

GRAND RAPIDS BAND.

I arrived here on the 9th August, having made the run from Cross Lake to this point in the unusual short time of six days, an unheard of instance, having had favorable winds and by running days and nights. The time usually taken from Cross Lake to this place in York boats, is two weeks; and, very often, parties have been wind-bound at the Mossy Point—"Old Norway House"—for over fifteen days. This part of the Lake Winnipeg is very dangerous for light crafts, for want of shelter. The first harbour from the Mossy Point to the Grand Rapids is the Three Islands, a distance of fifty miles. The north shores of the lake in all this distance being perpendicular, it is unfit to put to shore, even in a calm day.

Once on the Saskatchewan River, I was almost sure to make the several points on the river at the time appointed for payments.

Here I took several days in repairing my boat, transporting my supplies and boat over the portage.

The rainy season having set in, it was impossible to move from here before the date appointed to make the payments, 19th August.

I made the payments on the 19th August, regardless of the heavy rain storm, and on the same evening delivered the implements and supplies to the band.

Less progress is made in building houses, clearing and breaking new land, and planting, in this reserve, than in any other point in this treaty.

In the spring of the year the Indians hire out to the Hudson Bay Company as deck hands on the steamers, and as carriers about their warehouses. They continue at this work until late in the fall of the year, neglecting their own work, and in many instances do not even dig up their potatoes out of the ground until frozen in. In this way they go on from one year to the other, actually earning little or nothing on account of the exorbitant prices that they are obliged to pay for dry goods and groceries out of the Hudson Bay Company's stores at this place.

Another drawback to the advancement and prosperity of this band is on account of the incompetency of their chief and his unpopularity among the band. He will not be advised, neither by his councillors nor by the voice of his people; therefore they, on the other hand, disregard anything that he may advance.

In the course of the last winter, through laziness and mismanagement, they allowed three of the cows and the bull received from the Department in excellent condition, to die of starvation and want of care. They have neglected to make sufficient hay this season for the remaining cow and two oxen, so that these three will very likely perish also before spring.

CUMBERLAND BAND.

With unusual good sailing I made extraordinary good time to this point by going days and nights, arriving here on the evening of the 29th August.

My time was fully occupied during the interval between this and the date of payment, 3rd September, in consultihg with the Indians, and holding elections for Chief and Councillors.

As the head chief, John Cochrane, had died during the winter, I thought it necessary to have a chief elected before making the payments; and on the 2nd September Albert Flett, formerly a councillor, was elected chief by acclamation.

Peter Chapman, another councillor, having also resigned, John Harkess and William Head were unanimously elected councillors in place of Albert Flett and Peter Chapman.

The great majority of this band express a desire to move further up the Saskatchewan River, in the vicinity of Fort LaCorne, where the land is better adapted for farming purposes than where they are at present.

They also represent that fur-bearing animals and game are disappearing, an the fishing failing very rapidly in that locality.

That it is impossible to raise stock on account of the want of grass.

And that as the reserve has not been surveyed as yet, they expect to have their wishes granted by the Department.

This band received their complement of cattle from the Department last December, through the Hudson's Bay Company, from Carlton. The cattle were in a miserable condition when delivered to the band, consequently some of them died very shortly after.

I made the payments to this band on the 3rd of September, and on the same day delivered their implements and supplies to them in good condition.

PAS BAND.

I arrived at this place on the 7th of September, the last of the Pas Mountain Band having arrived on the evening previous.

I commenced making the payments on the morning of the 8th; finished paying and the distribution of presents and implements on the morning of the 10th.

The receipt of a case of medicines from the Government was very highly prized by the band, they expressing their gratitude for the kindness accorded to them by the Department.

There was considerable anxiety about, and great difficulty in procuring hay for the cattle, as the whole country was flooded by an unusual high stage of water in the Saskatchewan River.

The full complement of cattle was also supplied to this band by the Department, through the Hudson's Bay Company, from Carlton. They were delivered to the Indians in a very poor and exhausted condition, but by very good care, and plenty of excellent feed, six out of the seven were saved over winter; one cow died. Another, although kept alive over winter and spring, is not likely to recover. Only one spring calf was saved out of the four.

There are twenty families of this band living at the Birch River, about forty miles west of the Pas Mission. They complain of the distance they have to go to get their annuity money, and wish to be paid in future at the Birch River Portage.

Considerable improvements have been made here in building houses, extending gardens, clearing and breaking new land.

This is altogether the most desirable location for an Indian reserve on the Lower Saskatchewan, good timber and excellent dry land, but only large enough for about forty families.

The Pas Mountain Band live about seventy-five miles, by water, west of the Pas Mission. Very good land, high and dry, but very difficult to get to.

This band also request payment on their reserve, which would entail a great expense to the Department, on account of both water and land travel, in canoes and on horseback, in order to get there.

These Indians are obliged to come down to the Pas to do their trading with the Hudson's Bay Company, at any rate, and therefore it is no hardship to them to go to the Pas at the time of treaty payments.

MOOSE LAKE BAND.

By travelling all night I arrived at this point on the morning of the 11th September. I commenced making the payments at once to those present, but quite a number of the Indians not having yet arrived, on account of a severe storm, I was obliged to postpone further payments until they all got in, completing payments and the distribution of implements and supplies on the 13th.

This band were also supplied with cattle last fall, and like the rest, in very poor condition, causing trouble and expense to the Indians to keep them alive until spring.

This fall the chief ordered one of the cows to be shot, and sold the beef of it, on the pretence of not having sufficient hay for them all for the winter.

CHE-MA-WHA-WIN BAND.

These are a portion of the Moose Lake Band.

I arrived here on the 14th September and commenced the payments immediately, but soon ran short of money, having paid out all I had received from the Department, therefore I could not complete the payments to this band, which they considered as a great hardship to those who were obliged to wait for their money, as they depended on it to purchase net thread and ammunition for their fall fishing and hunt. I made them understand that as soon as I received the necessary funds I would use all possible diligence in returning in order to pay the remainder of the band. This in a measure satisfied them.

I arrived at Winnipeg on the 27th September, and after completing my payments, and having received the necessary funds to pay the Che-ma-wha-win Band, I took passage on the steam-tug *Victoria* to Fisher River, from there by York boat to this place, arriving here on the 28th October.

It being now too late in the season to proceed any further by water, I was obliged to wait a few days until fit to travel on ice by dog trains.

I started from here and arrived at the Che-ma-wha-win on the 20th November, paid the rest of the Indians of this band, and returned to this place on the 25th inst.

Great satisfaction was expressed by the several bands, this year, on receipt of a good quality of axes, spades and other hardware supplied to them by the Department; but they had an idea that there were too many garden hoes, that grub hoes would have suited them better in that part of the country.

They were also very much pleased with the quality of net thread and ammunition, but expressed a regret that there was not a greater quantity.

The pork, flour and tea was of a very good quality, and was delivered to the Indians in good order, but the tobacco was not as good as they would have it, preferring twist, nigger-head—18 to the lb.—such as they are accustomed to trade from the Hudson's Bay Co.

The want of medical attendance is complained of by the Indians in this Treaty, and a request made that the Department supply each band with a chest of medicines and surgical instruments.

In consequence of the hunting, trapping and the fishing failing rapidly along the Saskatchewan part of this Treaty, some of the Indians living in the vicinity begin to feel somewhat anxious, and are more inclined than ever to farm; but they also find the work hard and unsatisfactory to make even a small garden in this part of the country. On this account some of them desire to move further up the river to a place more suited for agricultural purposes.

In every reserve on the Saskatchewan, in this Treaty, the potato crop has likely failed entirely on account of a continued heavy rain, winding up with a severe frost on the 29th of August, which probably cut away everything planted in these reserves.

The fall fishing has also failed here, and almost every rabbit, rat, fox, mink, fisher, lynx and other fur-bearing animal in this part of the country drowned out, leaving these Indians without any resource whatever to make a living.

On the shores of Lake Winnipeg the potato crops have turned out well, in general, together with a very good catch of fish in the fall, and very good prospects for large game during the winter. Consequently I do not apprehend a scarcity of food among the Indians in that part of the Treaty, unless it turns out to be another unusual severe winter, such as the last.

The amount expended in purchasing provisions for the destitute Indians in this Treaty, up to the 30th June—excepting what might have been supplied to the Fisher River Band from the Indian Office at Winnipeg—did not amount to twenty dollars.

I have the honor to be, Sir,
Your obedient servant,
A. MACKAY,
Indian Agent.

REPORT OF THE LIBRARIAN

ON THE

STATE OF THE LIBRARY OF PARLIAMENT.

TO THE HONORABLE THE SENATE OF CANADA, IN PARLIAMENT ASSEMBLED.

The Report of the Librarian on the state of the Library of Parliament respectfully sheweth :—

That much of the past recess has been devoted to the work of examining into the condition of the Library, with a view to improve the system of classification and arrangement, to verify the entries in the Catalogues with the books upon the shelves, and to ascertain, by this means, what losses may have been incurred since the previous occasion of "taking stock." This undertaking has occupied considerable time. It would, however, have been completed before the meeting of Parliament, but for the unexpected summoning of Parliament two months before the ordinary period of its assembling. The work will necessarily be suspended during Session, but it is hoped will be finished by an early date.

In compliance with a wish very generally expressed by Members and others who make extensive use of the English division of the Law Library, the books in this section have been re-arranged in alphabetical order.

The Classified Catalogue of the works on Law, Politics, and Political Economy, has been reprinted, and is now ready for distribution to Members. A new index of Authors on these subjects, which has been brought down to the latest possible date, —so as to include works added to the Library after the Classified Catalogue had gone through the press—has been appended to this Volume.

It is not proposed to incur the expense of reprinting any further portions of the Classified Catalogue at present. Meanwhile steady progress has been made in the plan referred to in the Report of last Session, of compiling a new Manuscript Catalogue on the basis of the last printed volume, re-writing therein all the manuscript additions to the General Catalogue, since the issue of that volume, now 23 years ago, in a permanent, uniform and convenient method. This laborious task is being executed by a gentleman whose appointment for the purpose was specially approved by the Joint Library Committee last Session. A casual inspection of the manner in which he is performing this duty will suffice to show that it is being done with remarkable skill and precision, and that this method of perpetuating the record of the contents of the Library is decidedly preferable to the costly plan of reprinting the entire Catalogue.

Owing to the extraordinary outlay in previous years, for the purchase of books—an outlay which was chiefly incurred in order to place the Law division of the Library upon a proper footing, to meet the requirements of the Supreme Court—the expenditure had fallen considerably into arrears. To provide for the payment of all accounts then due, without increasing the average annual amount of the Parliamentary grant on behalf of the Library, it was agreed, upon the advice of the Joint Library Committee, last Session, to appropriate the whole of the grant for 1880-81 to liquidate unpaid Booksellers' bills, and to antici

pate a moiety of the ordinary grant, for the ensuing fiscal year, to defray current and unavoidable expenses. This arrangement, while it has sufficed to clear off all arrears of debt, left only the small sum of $3,500 available for expenditure during the current year. Out of this we have had to pay our Binding account; which, with so many periodicals received, is always heavy; to purchase some books for the exchanges—for example, the expensive series of *Upper* and *Lower Canada* Law Reports, with those of the Supreme Court of the Dominion—to keep up at least a large portion of our serial publications, and to buy copies of all books issued in *Canada*. Consequently, with the limited means remaining at our disposal, and anxious to avoid, as far as possible, the accumulation of unpaid accounts, we have refrained from sending the customary orders for new books to *Europe* and to the *United States*. This enables the Librarian to state, with much satisfaction, that, up to the present time, no accounts for books have accrued in excess of the funds still on hand for their payment. He must add, however, that in order to procure certain books which he deemed to be indispensable to meet the wants of Members during the ensuing Session he has ventured to forward small orders to *London*, *Paris*, *New York* and *Boston*, the cost of which must devolve upon the grant for the next fiscal year. But he confidently anticipates that, before the arrival of another Session of Parliament, the income and expenditure on behalf of the Library will be completely, and, as he hopes, permanently adjusted.

Owing to the few new books bought this year, it has seemed unnecessary to issue any supplementary printed catalogue, as heretofore.

All the rooms in the basement of the Library premises, temporarily assigned to other public uses, until actually required for Library purposes, have now been restored to this department, which has permitted various large collections of books to be arranged in an improved order, for access and consultation.

The recent abolition of the Government Workshops, and the consequent vacation of the building in the precincts of the Houses of Parliament which was used for that service, affords reasonable grounds for anticipating that more convenient accommodation may thus be found for the Supreme Court, and that the Chambers now occupied by that institution will, ere long, be restored to the Library. Some such arrangement, whereby improved accommodation can be afforded to the Library, is rapidly becoming indispensable. If this can be effected, by the restoration of these apartments to their original use, it will undoubtedly admit of a better arrangement of the Library, not only on behalf of Members, but of the public in general, and it will furnish ample space for the necessary augmentation of this valuable national collection for many years to come.

Lists of donations received, and of works deposited under the Copyright Law, since last Session, are appended to this Report.

The number of volumes in the Library last year was estimated at 96,596. Since then about 1,600 volumes have been added, making a total of 98,196.

All which is respectfully submitted,

ALPHEUS TODD,
Librarian of Parliament.

Library of Parliament, 9th December, 1880.

LIST OF DONATIONS TO THE LIBRARY OF PARLIAMENT, RECEIVED SINCE 12th FEBRUARY, 1880.

From Her Majesty's Government:

Colonial Office List, 1880.

Calendars of State Papers, and Rolls Chronicles, in continuation of series formerly presented, 10 vols.

Hansard's Parliamentary Debates for 1880, 6 vols.

Chronological Table and Index to Imperial Statutes, from 1235 to 1879.

From Her Majesty's Secretary of State for *India*:
Account of the operations of the great Trigonometrical Survey of *India*; edited by Major-General *Walker*. Vols. 1 to 5.

From His Excellency the Governor General:
Silver Medal issued to commemorate the International Exhibition held in *Sydney, New South Wales*, in 1879.

From the Minister of Foreign Affairs at *Paris*:
Rapport de la Commission Militaire sur l'Exposition universelle de 1878.

From the Royal Observatory, *Greenwich*:
Greenwich Observations, Magnetical, Meteorological and Astronomical, for the years 1877 and 1878.
——————— Astronomical Results, 1877 and 1878.
——————— Magnetical and Meteorological Results, 1877 and 1878.
——————— Spectroscopic Observations, 1878.
Cape of *Good Hope* Astronomical Results, 1876.

From the Department of State at *Washington*:
Reports on Commerce and Navigation of *United States*, for 1878 and 1879.
Annual Report of the Chief of Engineers, for 1879. 3 vols.
Congressional Record, for 1879-80. 6 vols.
Annual Report of the Coast Survey, for 1876.
Report of the *United States* Fish and Fisheries Commission, for 1878-9.
Congressional Documents, for 1878-9.
Pacific Coast Pilot, with meteorology and bibliography of *Alaska*. 3 vols.

From the State of *Connecticut*:
State Law Reports, vol. 46.
Senate and House Journals, and Legislative Documents, 1880. 4 vols.
Agricultural Report, 1879.
Public and Special Acts, 1880.
Colonial Records, vol. 11, for 1757 to 1762.
Practice Act, with Orders, Forms, &c., 1879.
Rules and Forms for records of judgment, 1880.

From the State of *Pennslyvania*:
State Law Reports, vols. 87, 88, 89.
State Laws, 1879.
Senate and House Journals, 1879. 2 vols.
Executive Documents, 1878-9. 2 vols.
Legislative Documents, 1878-9. 5 vols.
Legislative Hand-book, 1879.
Report on Public Instruction, 1878.
Report on Soldiers' Orphans' Home, 1878 and 1879.
State Agricultural Report, for 1878 and 1879.

From the State of *New York*:
Vol. 5, parts 1 and 2, of Natural History of the State Palæontology, by *James Hall*.
Senate Documents, 1879, vol. 2.
Assembly Documents, 1879, vols. 6 and 7.
New York Law Reports, vols. 76, 77.
——————— Supreme Court Reports, vols. 26 and 27.

From the *New York* State Chamber of Commerce:
Annual Report for 1879-80.

From the State of *Massachusetts :*
State Law Reports, vol. 127.

From the State of *Maine :*
State Law Reports, vol. 69.

From the State of *Vermont :*
State Law Reports, vol. 51.
Records of Governor and Council, *Vermont*, vol. 7.

From the State of *Iowa:*
Supreme Court Reports, vol. 50.

From the State of *Missouri :*
Report of State Board of Agriculture, for 1878.

From the *Michigan* Pioneer Society:
Pioneer Collections, vol. 2.

From the State of *Michigan :*
Joint Documents, 1878. 3 vols.
Senate and House Journals, 1879. 4 vols.
Pomological Report, 1879.
Insurance Report, 1880. 2 parts.
Auditor-General's Report, 1879.
Railroad Commissioners' Report, 1878.
Agricultural Report, 1879.
Farm Statistics, 1878-9.
Education Report, 1879.
Registration and Vital Statistics Report, for 1874.
Report Board of Health, 1879.
Supreme Court Reports, vols. 38, 39.

From the *Smithsonian* Institution, *Washington :*
Miscellaneous Collections, vols. 13, 14, 15.
Annual Report of the Institution, for 1878.

From the *Wisconsin* Historical Society:
Historical Collections, for the years 1877 to 1879 1 vol.

From the Royal Library at *Berlin :*
Official Journals and Papers of the Parliament of *Prussia;* in continuation of previous donations.

From the British Museum:
Fac-similes of Ancient Charters. Part iv.

From the *Ontario* Provincial Government:
British Farmers and Farm Laborers Guide to *Ontario*, 1880.

From the Adjutant-General of Militia for *Canada :*
Règlements de la Milice du *Canada*, 1879.
Army Discipline and Regulation Acts, 1879.

From the National Association for promotion of Social Science:
Annual Report for 1879.

From the Royal Colonial Institute :
Proceedings of the Institute. Vol. 11.

From the Royal United Service Institution:
Journal for the years 1879 and 1880; in continuation of former donations.

From the Colony of *Queensland:*
Legislative Council Journals, for 1871 to 1879. 13 vols.
Legislative Assembly Votes and Proceedings, for 1873, 1877 to 1879. 7 vols.
Parliamentary Debates, from their first publication, in 1864, to 1879. 30 vols.
Consolidated Statutes of *Queensland*, complete to 1874. 4 vols.
Acts of the Local Parliament, for 1874 to 1879. 2 vols.

From the City of *Montreal:*
Annual Report of the Corporation, for 1879.

From the *Montreal* Horticultural Society:
First, Second, Third and Fourth Annual Reports.

From Dr. *H. W. Acland, Oxford:*
Catalogue of portions of the *Radcliffe* Library at *Oxford*, with regulations of the Library, and a Report. *Oxford*, 1877.

From Hon. *H. A. Hill, Boston:*
Annual Proceedings of the National Board of Trade, for the years 1875, 1876, 1877 and 1879. 4 vols.

From *C. Schreiber*, Esq., *Ottawa:*
Poor's United States Railway Manual, for 1879.

From *James Fletcher*, Esq., *Ottawa:*
Sundry pamphlets.

From *L. A. Lovekin*, Esq.,
Macilwain on Vivisection.

Books presented by their respective authors:
The Conqueror's Dream and other poems; by *William Sharpe*, M.D. Second edition. *London*, 1879.
The Cause of Colour among Races, and the evolution of Physical Beauty; by *William Sharpe*, M.D. *London*, 1879.
The Political Destiny of *Canada* (from the "Fortnightly Review"), with a reply by Sir *Francis Hincks*, and some remarks on that reply, by *Goldwin Smith*. *Toronto*, 1878.
Chisholm's all-round route and panoramic guide of the *St Lawrence* and Western States. *Montreal*, 1880.
Canadian Idylls; by *William Kirby*. *Niagara*, 1880.
The Early Years of *Three Rivers*, a review of a book by *Benjamin Sulte;* by *William Kingsford*. *Ottawa*, 1880.
English Chimes in *Canada;* by *Henry Scadding*, D.D. *Toronto*, 1880.
Introductory Address delivered before the *Devonshire* Association for the advancement of Science, Literature and Art; by *H. W. Acland*, Regius Professor of Medicine in the University of *Oxford*, 1880.
Address on Public Health, delivered before the British Medical Association at *Cambridge*; by Professor *H. W. Acland*, 1880.
Life and Administration of *Richard*, Earl of Bellomont, Governor of *New York*, &c.; by Dr. *F. dePeyster*, President of the *New York* Historical Society, 1879.

From the *Cobden* Club, *London:*
Speeches on questions of Pubiic Policy; by *Richard Cobden*, M.P. Edited by *John Bright* and *J. E. T. Rogers*, 1878.
Political Writings of *Richard Cobden;* with an introductory essay, by Sir *Louis Mallett*, 1878.

Recollections of *Richard Cobden*, M.P., and the Anti-Corn Law League; by *Henry Ashworth*. Second edition. 1879.
Richard Cobden, notes sur ses voyages, correspondances et souvenirs; recueillies par Mme. *Salis Schwabe*. *Paris*, 1879.

And the following pamphlets:—
Histoire du Libre Échange en *Toscane;* par *J. M. Stuart*. *Florence*, 1877. (12 copies.)
England and *America;* a lecture delivered by *Goldwin Smith*, before the *Boston* Fraternity; reprinted from the "Atlantic Monthly," with an introduction. *Manchester*, 1865. (3 copies.)
The Crown and the Cabinet; five letters on the biography of the Prince Consort. By "Verax." *Manchester*, 1878. (3 copies.)
Speech of *B. Samuelson*, M.P., in the House of Commons on March 25, 1879, on the Agricultural Holdings Act, 1875. (3 copies.)
Reciprocity; a letter to Mr. *T. B. Potter*, M.P., by Sir *Louis Mallet*, 1879. (3 copies.)
The Western Farmer of *America;* by *A. Mongredien*. *London*, 1880. (19 copies.)
Free Trade and English Commerce; by *A. Mongredien*. *London*, 1880. (3 copies.)
Remarks on the Report of the Committee of the House of Lords on Improvement of Land (1873); by *William Fowler*. Originally published in 1874. Second edition. *London*, 1880. (3 copies.)

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1399. Her Majesty's Ship Parliament; or the Lady who loved a Government Clerk. "Citizen" Printing and Publishing Co., *Ottawa*, 1880. (Pamphlet.)
1400. Statuary. *No deposit required.*
1401. Photograph of the "York Pioneers." Registered by *C. G. Cobban*, 1880.
1402. "Oh, Thou who dry'st the Mourner's Tear." Song; words by *Moore*, music by *B. Geddes*. Published by *P. Grossman*, *Hamilton*, 1880.
1403. *Baldwin, M. S.* A Break in the Ocean Cable. Third edition, revised. *Montreal: Dawson Bros.*, 1880.
1404. *Andrews*, Rev. *A.* Elementary Chart of Bible Chronology. *Strathroy, Ont.*, 1879. (Two printed sheets.)
1405. *Rattray, W. J.* The Scot in British North America. Vol. I. *Toronto: Maclean* & Co., 1880.
1406. L'ami des Enfants; méthode simple pour apprendre à consulter le Cadran des heures. Tableau photographié, publié par *S. O. Brousseau*, 1880.
1407. The Financial Register of Canadian Securities; Weekly average prices of Bank Stocks, 1873-79. Compiled by *Oswald Bros.*, *Montreal*, 1880.
1408. Canadian National Hymn. Published by *DeZouche & Co.*, *Montreal*, 1880.
1409. Traité populaire d'Agriculture théorique et pratique. Par *A. C. P. R. Landry*, A.B., *Montreal*, Compagnie d'imprimerie Canadienne, 1878.
1410. "Photograph of the *Murray* Babies." *J. R. P. Fraser*, photographer, *New Glasgow, Nova Scotia*, 1880.
1411. "Extase;" paroles de *Victor Hugo;* musique de *Ernest Lavigne*. Publié par *E. Lavigne*. *Montreal*, 1880.
1412. *Lawson*, Professor. Introduction to Farmers' First Principles of Agriculture. *Halifax: A. & W. McKinlay*, 1880.
1413. "Coronella;" Waltz for the Pianoforte, by *E. E. Simpson*. Published by *C. C. DeZouche*. *Montreal*, 1880.
1414. "You reach to the bottom of my Heart;" ou, "Ni grande ni petite." Chansonnette. Paroles françaises de *D. Tagliafico*. English words by *John Lespérance*; music by *Ernest Lavigne*, publisher, *Montreal*, 1880. (One sheet.)

1415. *Beatty & Macdonald.* Teachers' Manual of Penmanship, intended to accompany *Beatty's* series of Headline Copy Books. *Toronto: W. & J. Gage* & Co., 1880.
1416. A New Year's Waltz for the Pianoforte. Composed by *J. E. P. Aldous.* Published by *P. Grossman, Hamilton, Ont.*, 1880.
1417. Death and Total Disability Plan. (A printed sheet.)
1418. *McPhillip's* Insurance Plans of the City of *Winnipeg*, Province of *Manitoba*, 1880. The "Tribune" Printing Company, *Winnipeg*. (Folio.)
1419. *Law, W. A.*, & Co. Mercantile Cipher Code for forwarding Business Communications with secrecy and economy. *Toronto: Bingham & Taylor*, 1880. (Pamphlet.)
1420. The A B C Railway and Steamboat Travellers Guide. *Montreal* edition. Published monthly by *J. Theo. Robinson.* No. 1, March, 1880. *Montreal.* (Pamphlet.)
1421. *Vézina, P. E.* Le Code des Huissiers. *O. Trudel*, libraire éditeur, *Trois-Rivières*, 1880. (Pamphlet.)
1422. *Paquin*, Rev. *L. P.* Lecture on the hurtful qualities of Spirituous Liquors, Delivered in *Quebec. C. Darveau*, printer, *Quebec*, 1880. (Pamphlet.)
1423. *Law, W. A.*, & Co. The Canadian Reporting and Collecting Association. *Toronto*, 1880. (Pamphlet.)
1424. Historical and Descriptive Notice of the Church of Notre Dame of *Montreal;* ornamented with eighteen fine engravings. *Montreal: E. Sénécal*, printer, 1880. (Pamphlet.)
1425. *Willson, A. L.* Municipal By-laws, with statutory references and forms. *Toronto*, 1880. (Pamphlet.)
1426. Prospectus of *Whitely's* New *Toronto* Reaper.
1427. ——————————— *Toronto* Mower. *On the road.*
1428. ——————————— *Toronto* Mower. *Front view.*
1429. ——————————— *Toronto* Mower.
1430. ——————————— *Toronto* Reaper and Mower. Manufactured by the *Toronto* Reaper and Mower Co., *Toronto.*
1431. *Lacasse, Zacharie*, O.M.I. Une mine produisant l'or et l'argent découverte et mise en réserve pour les cultivateurs seuls. *Québec, Darveau*, 1880.
1432. The Canadian Portrait Gallery. To be published serially in 30 parts. Temporary copyright.
1433. Petit recueil de conseils et de prières pour la 1ère Communion. Nouv. édition. *Montréal: J. B. Rolland* & Fils, 1880. (Pamphlet.)
1434. *Foster, J. R.* Private Telegraphic Code covering general business transactions. *Moncton, N.B.*, 1879. (Pamphlet.)
1435. "The Little Buttercup Rockaway;" a piece of music for the pianoforte, by *Alfred D'Orsini. W. H. Billing, Toronto.* (One sheet.)
1436. *Frothingham & Workman's* Price List for 1880. 17th publication. *Montreal*, 1880.
1437. The Farmer's Day Book and Ledger, for all business transactions in detail. *Toronto*, 1880. (Folio.)
1438. *Richmond's* Tables of Sickness and Death Benefits for the use of the Co-operative Insurance, 1880. (One printed sheet.)
1439. Notice sur l'Eglise paroissiale de *Ste. Anne d'Yamachiche. Montréal: E. Sénécal*, 1880. (Pamphlet.)
1440. *Mackintosh, C. H.* The Canadian Parliamentary Companion and Annual Register for 1880.
1441. *Lacasse, N.* Corrigé des Exercices orthographiques; 2e. partie. *Québec: Léger Brousseau*, 1880. (Pamphlet.)
1442. *Goad, Chs. E.* Insurance Plans of *Brockville, Ontario. Montreal*, 1880. (Folio.)
1443. *Goad, Chs. E.* Insurance Plans of the City of *Montreal.* Second part. May, 1880. *Montreal.* (Folio.)

1444. *Finlay, W. A.* The Essentials of Chemistry and Chemical Physics. *Toronto : W. Warwick* & Son, 1880.

1445. *Doyle, Andrew.* Trisection of any rectilineal angle by elementary Geometry. *Ottawa : A. Bureau*, 1880. (Pamphlet.)

1446. *O'Brien, Thomas J.* Compendium of the History of Ireland for the use of Schools. *Quebec : E. Vincent*, 1880.

1447. The Illustrated *Toronto ;* a Journal of Progress. Published by the *Toronto* Reaper and Mower Co. *Toronto*, May 1880.

1448. *Cochrane, Geo. A.* Telegraphic Code, *Liverpool.* Printed by the *Gazette* Printing Company. *Montreal*, 1880.

1449. *Ryerson, Dr. Egerton.* The Loyalists of America and their times. 2 vols. *Toronto : Wm. Briggs*, 1880.

1450-52. Photographic Views of Canadian places, by *James Esson, Preston, Ont.* 1. Views of *Toronto*. 2. Views of Northern Lakes of *Canada.* 3. Views of *Canada.* 1880.

1453. *Lee, Herbert G.* Historical Sketch of the first fifty years of the Church of *England* in the Province of *New Brunswick*, 1783-1833. *St. John, N.B. Sun* Publishing Company, 1880.

1454. *Wotherspoon, Ivan.* Manual of the Practice and Procedure in the Province of *Quebec.* Revised edition. *Montreal : Dawson Bros.*, 1880.

1455-6-7. Three photographs having for the backgrounds different parts of a vessel. *A. Fraser*, photographer, *Toronto.*

1458. Guide de la jeune fille ; recueil de prières et de conseils, par un prêtre du diocèse de *Montréal. Montréal : Cadieux & Dérome*, 1880.

1459. Recueil de confréries, de prières choisies et d'exercices de piété auxquels sont attachés des Indulgences. *Québec, A. Côté*, 1880.

1460. *Henderson, J.* Directory of the City of *Winnipeg* and incorporated towns of *Manitoba*, for the year 1880. *Winnipeg*, 1880.

1461-62. Photographs of H.R.H. *Prince Leopold*, one vignette and one three-quarter. *Notman & Sandham, Montreal*, 1880. (Cabinet size.)

1463. The Canadian Biographical Dictionary and Portrait Gallery of Eminent and Self-made Men. *Ontario* volume. Entered by *Scott & Cooper, Toronto, Chicago* and *New York.* American Biographical Publishing Company, 1880.

1464. *Jackson*, Rev. *Sam.* Pastor's Church Directory and Visiting List. Congregational Publishing Company, *Toronto, Ont.*, 1880.

1465. *Grote, G. W.* Lessons from the life and character of *Robert Shields*, with selections from some of the best authors. First series. *Toronto : Hunter, Rose* & Co., 1880.

1466. *Hall, E. H.* Lands of Plenty in the new *North-West ;* a book for all travellers, settlers and investors in *Manitoba* and *North-West Territory. Toronto : Hunter, Rose* & Co., 1880.

1467. *McNaught, W. K.* Lacrosse and how to play it. *Toronto : Rose-Belford* Publishing Company, 1880.

1468. The Presbyterian Hymn Book; compiled by a Committee of the General Assembly of the Presbyterian Church in *Canada. Jas. Campbell* & Son, 1880.

1469. *Young, James.* Reminiscences of the early History of *Galt* and the settlement of *Dumfries* in the Province of *Ontario. Toronto : Hunter, Rose* & Co., 1880.

1470. *Marchand & McLeod.* Guide de la Cité des *Trois-Rivières* pour 1880. *Trois-Rivières*, 1880.

1471. Photograph of the Hon. *Geo. Brown*, by *Notman & Fraser. Toronto, Ont.*, 1880. (Cabinet size vignette.)

1472. *Goad, Chs. E.* Insurance plan of the City of *Toronto, Ont.* June, 1880. (Folio.)

1473. *Paquin, Dr. Elzéar.* Le livre des Mères, ou Instructions pratiques sur les principes fondamentaux de la propagation de la race humaine. *Montréal*, 1880.

1474. *Dubeau, E. J.* Souvenir de la grande fête nationale des Canadiens-Français, célébré à *Québec* le 24 juin 1880. Imprimé par *G. J. Gebhardt* & Cie., *Montréal.* (Une feuille lithographiée.)
1475. *Dougall, J.* & Son. Dress and Health; or how to be strong. A book for ladies. Revised and enlarged edition, with 29 illustrations. *Montreal,* 1880.
1476. The Deposit Plan for a Life Protection Association. A printed prospectus. (One sheet.)
1477. The Dominion Hymn; music by *Arthur Sullivan.* Printed by *DeZouche* & Co. *Montreal,* 1880.
1478. *Maguire, Chs. H. J.* Code of ciphers; a comprehensive system of Cryptography, designed for general use. *Quebec,* 1880. (Pamphlet.)
1479. A Lithograph of "Our Father." (One sheet.)
1480-81. Five photographs of Hon. *Geo. Brown*—different sittings.
1882-83-84. By *Hunter* & Co. Registered by *M. S. Richmond.* (Four cabinet size and one carte-de-visite.)
1485. Statue of Notre Dame de Liesse. (No deposit.)
1486. *Horetzky, Chas.* Some startling facts relating to the Canadian *Pacific* and the *North-West* Lands. *Ottawa Free Press* Office, 1880.
1487. The Sea-side Cook Book; a manual of healthful cookery. *Wm. Bryce,* publisher, *London, Ont.,* 1880.
1488. *Howell, Alfred.* The Law and Practice as to Probate, Administration, and Guardianship, in the Surrogate Courts. *Toronto: Carswell* & Co., 1880.
1489. *Gordon,* Rev. *Dan. M.* Mountain and Prairie; a journey from *Victoria* to *Winnipeg, via Peace River* Pass. With maps and illustrations. *Dawson* Bros., *Montreal,* 1880.
1490. *McCord, Thomas.* The Civil Code of Lower Canada. Third edition, with notes of all changes up to January, 1880, with the assistance of *A. D. Nicholls,* M. A. *Montreal: Dawson* Bros., 1880.
1491. Photograph of the interior of Church of Notre Dame de Lourdes, *Montreal.* (One sheet.)
1492. *Sheppard, Maxfield.* Tables for converting Deals, Planks and Staves into *Quebec* standard. Second edition revised and enlarged. *Quebec: Darveau,* 1880.
1493. *Margach, J. L.* "The authenticity of the Bible demonstrated." A lecture at *Pickering, Ont.,* 1880. *Oshawa,* 1880. (Pamphlet.)
1494. The Art of Baking, by a practical Baker and Confectioner. *Port Dover,* 1880. *James Dunlop,* publisher.
1495. "The perpetual Diary;" a record of all business transactions as they occur from day to day during a period of five years. *Brockville, Ont.* Published by *C. G. Sharpstene,* 1880.
1496. *Thomson, Sir William.* Heat. *Montreal, John Lovell,* 1880. (A reprint.)
1497. *Stevens, James J.* On indictable offences and summary convictions. *Toronto, Carswell* & Co., 1880.
1498. *Laroque, Dr. G.* Manuel d'horticulture pratique et d'arboriculture fruitière. *Lévis: Mercier* & Cie., 1880.
1499. Lectures choisies en prose et en vers. Quatrième livre. *Montréal: J. Chapleau* & fils, 1880.
1500. Cours théorique et pratique de langue anglaise, par un frère des Ecoles Chrétiennes. 2e partie. *Montréal: J. Cha, leau* & fils, 1880.
1501. *Barrow, J. A.* The Bills of Sale and Chattel Mortgage Acts of *Ontario,* with appendix of forms. *Carswell* & Co., *Toronto.*
1502. *Larue, Hubert.* Voyage sentimental sur la rue St. Jean. Causeries et Fantaisies. *Québec: Darveau,* 1879. (Brochure.)
1503. *Larue Hubert.* Petite histoire des Etats-Unis, très élémentaire. *Québec: A. Côté* & Cie., 1880.
1504. *Larue, Hubert.* Petite Grammaire Française, très élémentaire. *Québec: C. Darveau,* 1880. (Brochure.)

1505. *Daniaud, J. M.* Les Merveilles de l'Arithmétique. *E. Sénécal*, 1880. (Brochure.)
1506. *Jones, Major Douglas.* Notes on Military Law for the use of the Cadets of the Royal Military College of *Canada*. *Ottawa: McLean, Roger* & Co., 1880.
1507. *Moir, Geo.* British History Notes for junior pupils. *St. Mary's*, 1880. (Pamphlet.)
1508. *Mour, Geo.* Exercises in Map Geography for junior pupils. Third edition, corrected and enlarged. *St. Mary's*, 1880. (Pamphlet.)
1509. *McMahon, Ed.* Méthode élémentaire de plain chant romain, à l'usage des Séminaires, &c. *Montréal, Filiatreault*, 1880. (Pamphlet.)
1510. "*England's* Flag and *Canada*." Patriotic song and chorus dedicated to the promoters of Confederation. Poetry and melody by *J. W. Jackson;* arranged for the piano by *Angelo M. Read. Rolph, Smith* & Co. (One sheet of music.)
1511. *Mulvany, C.P. Addison's* Sir Roger de Coverly, from the *Spectator*, with notes, &c. *Toronto: W.J. Gage* & Co., 1880. (Pamphlet.)
1512. *Blackstone's* Commentaries on the Laws of *England* applicable to real property, adopted to the present state of the Law in *Ontario*, by *Alex Leith* and *J.F.* Smith. Second edition. *Toronto, Rowsell & Hutchison*, 1880.
1513. Methodist Hymn Book; compiled and published by authority of the general Conference of the Methodist Church of *Canada*. *Toronto*, 1880.
1514*a*. Dessin linéaire graphique. Problèmes géométriques par les Sœurs de la Congrégation de Notre Dame de *Montréal*. *Montréal*, 1880.
1514*b*. Cahier de Cartes Murales [6] se rattachant au livre précédent.
1515. *Miller, W.A.* Introduction to the study of Inorganic Chemistry. New edition. *Toronto:* Canadian Publishing Company, 1880.
1516. Stereoscopic views of the *Thousand Islands*, River St. Lawrence, by *Jas. Esson, Preston, Ont.*
1517. *Pagnuelo, S.* Lettres sur la réforme judiciaire. *Montréal: J. Chapleau* & fils, 1880.
1518. *Sargant, Thomas.* The Royal Arch Companion; a manual of Royal Arch Masonry, &c. Adapted for the Dominion of *Canada*. Masonic Publishing Company, *Toronto*.
1519. *Sargant, Thomas.* The Freemason's Manual, containing the first, second and third degree of Freemasonry. Masonic Publishing Company, *Toronto*.
1520. "Break! Break! Break!" a song. Words by Tennyson. Music by *C.E.L. Montreal: DeZouche* & Co., 1880. (One sheet.)
1521-22. Photographs of the Marquis of Lorne. Two different positions. *W. Farmer*, photographer, *Hamilton*. (Cabinet size.)
1523-24. Deux photographies représentant, l'une quarante enfants souriant à leur lever, et l'autre trente-six enfants pleurant à leur coucher. *Archambault*, photographe, *Montréal*. (Cabinet size.)
1525. "Claridine," morceau pour piano, par *R.S. Ambrose*. Published by *T.W. White, Hamilton, Ont.*
1526. Blank forms of School accounts; being the form prescribed by the Minister of Education. *Toronto: William Warwick* & Son, 1880.
1527. "The Pilgrims," sacred song. Words by Mrs. *Adelaide Proctor;* music by *R.S. Ambrose. Nordheimer, Toronto.*
1528. *Barnard, W.H.* A Treatise on English Grammar and Composition. *Charlottetown, Barnard Bros.* & Co., 1880.
1529. Calendrier du Diocèse de *Québec* pour l'année 1881. Publié par *Augustin Côté* & Cie., *Québec*. (Une feuille imprimée.)
1530. *Tourgee, Albion W.* Bricks without Straw; a novel. *Montreal: Dawson Bros.*, Publishers, 1880.
1531. *Doutre, Joseph.* Constitution of *Canada*. The British North America Act, 1867; its interpretation, &c. *Montreal: John Lovell* & Son, 1880.

1532. "Cela ne se dit pas." Chansonnette. Musique de *Ernest Lavigne*. Paroles de *D. Tagliafico*. Publiée par *E. Lavigne, Montréal*, 1880. (Une feuille.)
1533. *Fitzgibbon, Mary*. A trip to *Manitoba;* or, Roughing it on the line. *Toronto: Rose Belford* Publishing Company, 1880.
1534. A Grammar of the English language, to which is added an Elementary Treatise on Composition, by *B.C.S. Quebec: Vincent*, publisher.
1535. Endymion: a novel by the Right Hon. the Earl of Beaconsfield. *Montreal: Dawson Bros.*, 1880.
1536. *Watkins, John A*. Indicateur des Villes et Villages sur le chemin de fer *Québec, Montréal, Ottawa* et Occidental et ses embranchements. *Fauteux* & Cie., éditeurs-propriétaires. *Montréal: John Lovell* & Son, 1880.
1537. *Fréchette, L.H. Papineau;* drame historique Canadien. *Montréal: Chapleau & Lavigne*, 1880. (Pamphlet.)
1538. *Tennyson, Alfred*. In memoriam. Canadian edition. *Montreal: Dawson Bros.*, publishers, 1880.
1539. Insurance plans of the towns of *Portland, Bathurst, Campbellton, Chatham*, &c., *New Brunswick;* and of *Annapolis, Antigonish, Digby*, &c., in *Nova Scotia*. Prepared by *Chs. E. Goad, C.E. Montreal*, 1880. (Folio.)

RETURN

(16)

To an Order of the HOUSE OF COMMONS, dated 23rd February, 1880;—For a Return shewing the amounts of Money in the hands of the Agents of the Dominion, or any other parties in London, on the first day of each month in the years 1876, 1877, 1878 and 1879, with a Statement of the Rate of Interest allowed on such Sums, upon each of the said periods, and of the total amount allowed as Interest.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
Ottawa, 11th December, 1880.

OTTAWA, 9th September, 1880.

SIR,—I have the honor to enclose the Return to an order of the House of Commons, dated the 23rd February last, for a statement shewing the balances in the hands of agents of the Dominion in London at certain stated periods, and the rates and total amount of interest allowed thereon.

I have the honor to be, Sir, your obedient servant,

W. R. BAKER.
Under Secretary of State.

RETURN to an Order of the House of Commons for a Statement shewing the amounts of Money in the hands of the Agents of the Dominion in London, on the first day of each month of the Years 1876, 1877, 1878 and 1879, with the Rates and Total Amount of Interest allowed.

GLYN, MILLS, CURRIE & CO.

Month.	Dr.	Cr.	Rate of Interest	Interest Charged.	Interest Allowed.
	£ s. d.	£ s. d.	p. c.	£ s. d.	£ s. d.
1876—January		47,816 9 6			
February		8,627 4 9			
March		28,420 10 6			
April		371,120 18 5			
May		297,083 2 5			
June		160,690 6 6	2		3,235 17 8
July		130,426 4 2			
August		75,914 14 6			
September		107,221 10 3			
October		65,445 18 8			
November		56,422 16 2			
December		99,670 4 10	2		1,401 15 10
1877—January		97,532 14 1			
February	23,354 15 4				
March	41,778 14 6				
April	51,358 10 7				
May	122,486 0 7				
June	178,450 14 10		2		3,599 4 0
July	178,576 10 10				
August	343,358 7 11				
September		82,808 12 2			
October		173,229 0 1			
November		113,390 11 9			
December		129,119 18 5	2		1,068 18 11
1878—January		122,481 12 8			
February		158,990 16 9			
March		28,971 10 1			
April		13,524 11 7			
May	20,986 11 0				
June	56,076 12 9		4	350 16 2	
July	398,718 9 4				
August		26,956 14 3			
September		26,679 17 7			
October		11,100 5 6			
November		2,341 8 9			
December		64,220 12 4	3		153 9 6
1879—January	43,518 14 8				
February	102,653 2 10				
March		188,736 6 9			
April		180,984 10 7			
May		95,150 0 7			
June	8,965 8 3		2		495 17 11
July		137,075 9 0			
August		24,445 8 1			
September		18,555 1 5			
October		17,810 3 2			
November	60,142 6 10				
December		3,130 10 2	1		1,823 4 9
				350 16 2	11,778 8 7
		LESS—Interest charged			350 16 2
		Total Interest allowed			11,427 12 5

RETURN to an Order of the House of Commons for a Statement shewing the amounts of Money in the hands of the Agents of the Dominion in London, &c.—*Continued.*

BARING BROTHERS & CO.

Month.	Dr.	Cr.	Rate of Interest	Interest charged.	Interest allowed.
	£ s d	£ s d	p. c.	£ s d	£ s d
1876—January		68,787 17 2			
February	119,504 4 9				
March	117,661 2 3				
April	124,981 17 3				
May		320,355 13 6			
June		252,405 3 6			
July		228,424 15 9	2		801 16 3
August		60,921 14 4			
September		162,747 19 4			
October		95,714 15 0	2		404 7 8
November		84,811 11 0			
December		128,648 2 5			
1877—January		125,452 13 5	2		516 17 4
February	70,031 6 7				
March	68,728 6 7				
April	69,296 6 4		2	324 18 3	
May	129,795 6 10				
June	187,150 12 5				
July	192,400 12 3		2	836 2 10	
August	447,380 7 4				
September		91,825 19 9			
October		189,801 13 11	2	663 12 4	
November		128,825 17 11			
December		181,429 7 6			
1878—January		175,459 6 4	2		598 16 11
February		68,511 12 2			
March		43,966 12 2			
April		64,059 19 2	2		342 7 0
May	16,915 16 10				
June	29,049 6 9				
July	34,197 8 6		4 & 2	233 19 9	
August		26,062 5 4			
September		25,963 6 4			
October		25,910 11 11	3		190 4 7
November		2,961 15 11			
December	17,923 3 9				
1879—January	29,615 1 2		5	420 3 1	
February	882,010 17 10				
March	894,267 10 4				
April		435,152 10 11	2	3,029 2 4	
May		250,717 14 11			
June		76,876 9 6			
July		122,431 1 4	2		453 8 1
August		22,039 9 8			
September		21,021 15 6			
October		21,912 15 6	1		57 8 3
November	59,189 0 6				
December	172,386 11 8				
do 31			1	336 4 6	
				5,844 3 1	3,365 6 1
	LESS—Interest allowed			3,365 6 1	
	Total interest charged			2,478 17 0	

RETURN to an Order of the House of Commons for a statement shewing the amounts of Money in the hands of the Agents of the Dominion in London, &c.—*Concluded.*

BANK OF MONTREAL, LONDON.

Month.	Dr.	Cr.	Rate of Interest	Interest charged.	Interest allowed.
	£ s. d.	£ s. d.	p. c.	£ s. d.	£ s. d.
1876—January	20,141 8 5				
February		177,715 17 6			
March	23,525 8 10				
April		8,969 17 10		180 18 8	
May		8,111 9 4			
June		259 3 7			
July	9,348 16 1				12 15 11
August		19,284 15 4			
September		2,960 4 8			
October	2,606 4 7				
November	10,835 5 10				
December		122,805 3 2			
1877—January		116,411 4 5			271 14 4
February		135,064 6 5			
March		131,606 2 9			
April		248,267 12 9			332 18 9
May		365,920 13 10			
June	3,717 7 7				
July	10,553 13 10				85 19 4
August	19,218 4 7				
September	28,884 10 9				
October		11,673 10 11		77 6 7	
November	4,221 16 9				
December		5,879 11 7			
1878—January	9,521 1 0				38 10 10
February		103,041 4 10			
March		99,041 10 6			
April		79,953 10 4			259 8 9
May		72,191 15 0			
June		63,506 10 3			
July		57,091 12 7			234 9 11
August		45,802 0 3			86 3 2
September		38,569 17 2			
October		23,254 7 9			378 1 2
November		9,679 6 5			
December	4,880 16 1				
1879—January	14,191 12 6			6 5 3	
February	36,462 17 8				
March	40,020 17 4				
April	53,962 17 3			351 2 5	
May	70,207 4 3				
June	1,591 12 10				
July	8,985 7 7			88 17 5	
August		71,391 16 6			
September		67,583 6 6			
October		21,910 16 4			85 15 5
November	11,330 3 8				
December	21,306 9 0				
do 31				87 2 5	
				791 12 10	1,785 17 7
	Less—Interest charged				791 12 10
	Total interest allowed				994 4 9

The rates of interest varied from 1 p.c. to 4 p.c.

RETURN

(17)

To An ORDER of the HOUSE OF COMMONS, dated 23rd February, 1880 :—For the Names of Persons Dismissed, Removed, or whose Services have been Dispensed with, for any cause, and the reasons for such Dismissals or Removals, or who have ceased to be in the Service or Employment of the Government, or who have been Superannuated or Transferred from one Office or Employment to another, since 13th February, 1879, together with the reasons for such Superannuation or Transference, the Names and Residences and the Position or Employment or Occupation of such Person or Persons in the Employment or Service of the Government, whether Permanent or Temporary, the amount of Superannuation or Allowance paid or to be paid to such Persons ; also, the Names, Residences or Occupation of any Person or Persons appointed to any Office, Occupation or Employment under the Government, or in the Service of the Government, since that date, and the Office, Occupation or Employment to which such Person has been so appointed, and whether paid by Salary, Allowance or Fees, and the amount of such Salary or Allowance.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, *Secretary of State.*

11th December, 1880.

OTTAWA, 9th December, 1880.

SIR,—I have the honor herewith to enclose Return to an Order of the House of Commons, dated 23rd February, 1880, shewing the Persons Dismissed, Removed, Superannuated, &c., from the Public Service since 13th February, 1879.

I have the honor to be, Sir,
Your obedient servant,

W. R. BAKER,
For the Deputy Minister of Finance.

The Under Secretary of State.

STATEMENT shewing the Names of Persons Dismissed or Removed from the Public Service; the reasons for such Dismissals or Removals; also the Names of Persons who have Resigned, or who have been Superannuated or Transferred from one Office or Employment to another, between 13th February, 1879, and 23rd February, 1880; also the Occupation and Residence of each, together with the reason for such Superannuation or Transference and the amount of Superannuation or Allowance paid to each, as called for by an Order of the House of Commons dated 23rd February, 1880.

Name.	Dismissed, Removed, Superannuated or Transferred.	Reason for Dismissal, Superannuation or Transference.	Occupation.	Permanent or Temporary.	Amount of Superannuation or other Allowance.	Remarks.
D. V. Pelletier	Dismissed.	No work	Landing Waiter, Customs	Permanent	Gratuity	2½ months' pay.
A. Holden	Superannuated		Collector of Customs	do		From 1st March, 1879.
Raphael Albert	Dismissed.	Refusal to reside at Fish River	Landing Waiter of Customs	do		
Dunbar Browne	do	Defaulter	Collector of Inland Rev., Montreal	do		
R. Luttrell	do	Abolition of office	Superintendent Intercolonial Railway	do	Allow'nce, $1,500	6 months' salary.
W. A. Jones	do	do	Cashier do	do	do 600	6 do
T. D. Finlay	do	do	Paymaster do	do	do 300	3 do
H. A. Case	do	do	Bridge Inspector do	do	do 300	3 do
Peter Huff	do		Keeper of Lighthouse, Salmon Point	do		The former occupant of the office restored.
John Murphy	do in 1875		Paymaster Intercolonial Railway		Allowance, $600	3 months' salary.
John Myra	do	Intemperate habits	Preventive Officer, &c., Port of Lunenburg	Permanent		
E. A. Dunham	Transferred from Port Burwell to Port St. Thomas		Collector of Customs			No change of salary, $800.00.
W. Taylor	Transferred from Port St. Thomas to Port Burwell		Customs			do do 500.00.
W. McKechnie	Dismissed.		Superintendent of P.E.I. Railway		Grat'y, $1,041.70	5 months' salary.
G. Cunningham	do		Engineer			Alex. McNabb to replace these two.
Thos. Bowen	Transferred.	Special service	Coll. of Customs, North Sydney, N.S.	Permanent		Transferred to St. Pierre et Miquelon.
W. L. Campbell	do		Sub-Coll. Customs, New Glasgow	do		Transferred to Port of Yarmouth.
Adjutor A. Hudon	Dismissed.	Making improper returns	do do Chicoutimi			
Capt. D. D'Armour	do		Keeper of Red Island Lightship	Permanent		Superseded by F. Larivée.
A. Holden	Superannuated		Coll. of Customs, Lacolle	do	$336.60	
Chas. Taylor	Dismissed.	Neglect of duty, &c.	do Inland Revenue, Halifax, N.S			
Geo. Schneider	do	do	do Canal Tolls, Grenville			
Geo. Gunn	Superannuated		do Customs, Potton	Permanent	346.50	

John Clark	Dismissed	In consequence of the appointment of an Inspector of Fisheries, Prov. P.E.I.	Fishery Overseer, Prince County			
Isaac Thompson	do		do Queen's do			
Martin McInnis	do		do King's do			
J. McAllister	do	Re-organization, Intercolonial Railway Staff				
Alph. D. Dechene	do		Asst. Dom. Auditor at Moncton	Permanent	300.00	3 months' salary allowance.
A. St. Denis, sen	do		Keeper of Upper Traverse Lightship	do		Superceded by Captain Ed. Pelletier.
			do Light at St. Ann bout de L'Isle			Superceded by A. Deschamps.
Jos. Pilon	do		do do do			do do
Jacob T. Starratt	do	Old age	Harbour Master at Annapolis, N.S.			do Wm. Cummings.
F. X. Dionne	do		Keeper of Lighthouse at Matane	Permanent		do Octave Desjardins.
T. J. G. Loranger			Judge of Superior Court		2,666.66	Annuity.
F. M. Passow	Superannuated		P.O. Inspector for Nova Scotia		1,540.00	
W. L. Orde	Transferred		From Clerk Finance Dept., Ottawa			To Indian Dept, North-West.
M. G. Dickieson	do		do Indian Dept., North-West Superintendency			To Finance Dept., Ottawa.
J. W. Bourassa	Dismissed	Failure to comply with law	Harbour Master, Port of St. John	Permanent		Surplus of $259.50. Fees not deposited to the credit of Receiver-General.
L. Robertson	Superannuated		Coll. Inland Rev., North Sydney, C.B	do	99.00	
I. B. Stanton	do	Illness	Clerk in Auditor-General's Office	do	1,120 00	
J. B. Lacroix	Superannuated	Infirmity	Messenger in Dept. of Agriculture	Permanent	158 40	
Louis Berg	Dismissed	No longer required,	Immigration Agent on Intercolonial Railway, Halifax		150 00	Gratuity of 2 months salary.
L. Robertson	Superannuated	Old age	Collector of Inland Revenue at North Sydney, C.B	Permanent	99 00	
E. V. Rawling	do		Sub-Collector, Customs, Canada Creek, N.S	do	106 92	
Eusèbe Langlois	do	Bad health	Employed at Grosse Isle	do	238 00	
F. X. Turcotte	do	do	do do	do	196 00	
C. W. Shay	do	do	Clerk in Auditor General's Office	do	914 76	
Edward O'Brien	Dismissed	Unauthorized absence from duty, &c	Landing Waiter, Port of Quebec	do		
W. M. Gorrie	Superannuated		Book-keeper, Inland Revenue Office, Toronto	do	257 40	
A. Cauchon	Dismissed	Disorderly conduct at Election, &c	Clerk in Montreal Canal Office	do		
Capt. J. Cooper	do	Guilty of fraud	Agent of M. & F. at Victoria, B.C	do		
Lt.-Col. F. B. Leys	do	Services no longer required	District Paymaster, Mil. Dist. No. 1	do		Gratuity of 6 months' pay.
do R. Burt	do	do	do Storekeeper do No. 2	do		do
do D. Wylie	do	do	do Paymaster do No. 4	do		do
do W. H. Bréhaut	do	do	do do do No. 6	do		do
do Wm. Cunard	do	do	do Storekeeper do No. 8	do		do
Capt Ed. Mallandaine	do	do	do Paymaster do No. 11	do		do
do F. D. Beer	do	do	do do do No. 12	do		do

STATEMENT shewing the Names of Persons Dismissed or Removed from the Public Service, etc,—*Continued.*

Name.	Dismissed, Removed, Superannuated or Transferred.	Reason for Dismissal, Superannuation or Transference.	Occupation.	Permanent or Temporary.	Amount of Superannuation or other Allowance.	Remarks.
					$ cts.	
Alphonse Sasseville..	Dismissed.....	Residing 30 miles from place of duty.	Preventive Officer at Magdaleine Riv.	Permanent ..	.....	
John Brown.....	do	To re-instate Wm. Johnston.....	Harb. Master at Port of Chatham, N.B.	do ...	.....	Wm. Johnston reinstated.
Lt.Col.M.W. Strange	do	Abolition of office ...	Paymaster, Military District No. 3.....	do ...	.....	Gratuity of six months pay.
Major S. Sampsen.....	do	do	Storekeeper do No. 7.....	do ...	.....	do do
J. F. Wolf.....	Transferred.....	.....	Clerk in Customs, Montreal	.....	Salary 1,200 00	Detached for general service.
Thos. Nixon	Dismissed.....	Abolition of office ...	Agent of the N. W. Mounted Police, at Winnipeg	.....	.....	The joint service to be performed by a merchant or com. agent—not to cost more than $500 per ann.
John Parr.....	do	do	Storeman to Mr. Nixon, N.W. Mounted Police at Winnipeg	.....	.....	
W. J. B. Master.	Superannuated...	Illness.....	Locker at Port of St. John, N.B.....	.....	560 00	
F. X. M. Huot.	do	Ill-health.....	Clerk, Department of Militia	.....	389 82	
J. H. Thorne.....	do	.....	Superintendent of Money Order Office	.....	784 08	Increased to $1,140.48.
Ulrich Benoit.....	do	Impaired sight.....	Clerk, Montreal Post Office	.....	588 06	
Thos. Barry.....	Transferred.....	.....	Land. Waiter and Searcher, Montreal..	.....	.....	Transferred to Sherbrooke.
John Stewart.....	Dismissed	Bad conduct.....	Exciseman, Hamilton Division.....	.....	.....	
John Mowatt..	do	do	do do	.....	.....	
J. F. Jagoe.....	do	do	do do	.....	.....	
A. D. Arnot.....	do	do	do Toronto Division	.....	.....	
Richard English.....	Transferred.....	.....	Preventive Officer, Michaels Bay.....	.....	.....	Removed to Manitowaning.
Thos. Watkins.....	Superannuated..	Age	Clerk, Customs, Montreal	.....	875 16	Increased to $910 by O. C. 11th Nov., 1879.
Robt. Stuart.....	do	Infirmity.....	Chief Locker, Customs, Montreal.....	.....	445 50	
Peter Brown.....	do	Ill-health.....	Landing Waiter, &c., Sault Ste. Marie	.....	190 08	
John Bowker.....	do	do	do Bruce Mines.....	.....	490 05	
Geo. W. Thomas.....	do	Incompetency.....	do Sarnia	.....	152 46	
S. S. Thorne.....	Transferred	.....	Clerk, Halifax Post Office	.....	.....	Tr. to inside serv. at Ottawa.
John S. Hale.....	do	.....	Clerk, St. John Post Office.....	.....	.....	do do
Hon. Luc Letellier...	Dismissed	.....	Lieut.-Governor of Quebec	.....	.....	
T. Trudeau.....	Transferred.....	.....	Deputy Minister of Public Works	.....	.....	Transferred to Dept. of Railways and Canals.
A. F. Hamel.....	Superannuated ..	.....	Deal Culler.....	.....	200 00	
Pierre Cartier.....	Transferred.....	.....	Stenographer, P. O. Dept.....	.....	.....	Transf. to Dept. of P. W.
C. E. Romain.....	Superannuated ..	.....	Inland Rev. Inspector for District of London.....	.....	680 00	
E. U. Piché.....	do ...	.....	Assistant Clerk, House of Commons..	.....	400 00	
M. Dixon.....	do ...	.....	Sub-Collector, Customs, Stanstead ...	.....	392 04	

M. Gibbons	Superannuated		Stave Culler		200 00	
T. H. Allen	Transferred		Post Office Department			Transferred to P. W. Dept.
A. Evanturel	do		Public Works do			do Post Office Dept.
E. F. Johnson	Dismissed	Dishonesty	Railway Mail Clerk			
Theophilus Stewart	Superannuated	Old age	Indian Superintendent, P. E. Island	Permanent	135 24	
John F. Baker	Dismissed	Office abolished	Customs Appraiser, Summerside, P.E.I.	do		Two months salary allowed.
John Brennare	do	Intemperate habits	Customs, Port of Clifton	do		
Walter Thomson	Superannuated	Age and failing health	Deputy Slide Master, Mountain Station		148 74	
Pierre Chatigny	do	Ill-health	Lockman, Beauharnois Canal		143 55	
Michael Hamel	do		Deal Culler		200 00	
W. S. Smyth	Transferred		Clerk in Outside Service, Post Office Department			Transferred to P. O. Dept., Inside Service, at Ottawa.
James F. White	Dismissed		Sub-Collector of Customs, Outport of Cascumpec, P.E.I.			
C. Desormiers	do		Clerk in Post Office at Winnipeg			Allowed one month's salary for each year's service.
— Cowan	do		do do			do do
Edmund Anderson	do	Neglect of duty	Locker and Assistant Clerk, Customs, Port of London			
Philip Doyle	do	Not required	Preventive Officer, Customs, Rocky Bay			do do
J. G. Sippell	Superannuated		Resident Engineer, Lachine Canal		2,100 00	
W. H. P. Cusson	Dismissed	Malfeasance of office.	Deputy Supervisor of Cullers at Montreal			
Wm. Brundige	Superannuated	Age	Preventive Officer, Customs, at Tidnish, N.S.		18 00	
G. A. Carmen	Dismissed		Collector of Canal Tolls at Ottawa			
C. Couture	Superannuated		Deal Culler		200 00	
Jacques Villeneuve	do		do		200 00	
R. P. McMillan	Transferred		Collector of Customs, Port of Elgin			Transferred to Iroquois *vice* H. McCullough, deceased.
John Reid	do		Landing Waiter, &c., Edwardsburgh.			Transferred *vice* R. P. McMillan, transferred.
Robt. Gilmour	Dismissed	Reduction of staff	Assistant Engineer, Parliament Buildings			Two months salary allowed.
C. T. Bell	Transferred		Clerk in Toronto Post Office			Appointed a Railway Mail Clerk.
— Nixon	Dismissed		Inspector of Penitentiary, Winnipeg			
W. L. Smart	do	Other engagements	Deputy Judge of County of Wentworth			Superceded by W. F. Walker.
Chas. G. Fortier	Transferred		Deputy Collector of Inland Revenue at Windsor			Appointed Collector of Inland Revenue at Hamilton.
W. B. McLaughlin	do		Lighthouse Keeper at Gannet Rock			Transferred to lighthouse at South-West Head, Grand Manan.
Samuel Craig	do		Engineer of Fog Trumpet at Little Passage			Transferred to Head Harbor.
Henry McLaughlin	do		Keeper of Head Harbor Light			do to Grand do

STATEMENT shewing the Names of Persons Dismissed or Removed from the Public Service, etc.—*Continued.*

Name.	Dismissed, Removed, Superannuated or Transferred.	Reason for Dismissal, Superannuation or Transference.	Occupation.	Permanent or Temporary.	Amount of Superannuation or other Allowance.	Remarks.
					$ cts.	
Wm. Woodall	Dismissed	Negligence and absence without leave	Keeper of Port Dalhousie Light			
Chas. Stroulger	Retired		Orderly Messenger to Governor General			Gratuity of one month's pay for each year's service.
H. McPhie	Superannuated	Age and infirmity	Collector of Customs, Antigonish		376 20	
James McPherson	Retired	Not required	Landing Waiter, &c., at Port of Pictou, N.S.			Allowed one month's pay for each year's service.
J. Bedard	Superannuated		Stave Culler		200 00	
R. Bell	do	Age	Inspector of Canals		693 00	
Evan McColl	do	Old age	Landing Waiter at Kingston		415 80	
Hon. F. Longworth	do	do	Appraiser, Charlottetown, P.E.I.		277 20	
Wm. Hynes	do	Illness	Tide Waiter, Montreal		225 72	
Wm. Read	do	do	Lock Master, Williamsburgh Canal		250 59	
James McCabe	do	Ill-health	do Welland Canal		222 60	
G. Ramsay	Retired	Illness	Deputy Collector of Inland Revenue at Summerside			Allowed one month's pay for each year's service.
George Gilkes	Dismissed	Neglect of duty	Landing Waiter, Customs, Port of Windsor			
Malcolm McDonald	do	Irregularity in his accounts	Collector of Customs, Port of Port Hawkesbury, N.S.			
John Patton	do	Irregularities	Deputy Collector of Inland Revenue, Division of Paris			
Pierre Godier	Superannuated		Keeper of Lighthouse at Forteaux		79 20	
G. E. McLaughlin	Dismissed	Not required	Assistant Engineer, Public Works, St. John			
A. G. Millidge	do	do	do do			
H. Egan	Dismissed	Not required	Assistant Engineer, Public Works, St. John			
F. Lawlor	do	do	Draughtsman, Public Works, St. John			
C. C. Chipman	do	do	Paymaster, Public Works, St. John			
G. A. Brown	do	do	Clerk do do			
G. E. Perley	do	do	do do do			
J. Fawcett	do	do	Messenger do do			
H. F. Perley	Transferred		Engineer in charge of Harbor, &c., St. John			Removed to Dept. of Public Works at Ottawa.

James Baine	Transferred		Accountant, Public Works Dept.	Permanent		Transferred to Department of Railways and Canals.
Donald Currie	Superannuated	Ill health	Collector of Customs, Charlottetown, P.E.I.	do	396 00	
William Kennedy	do		Lock labourer, Cornwall Canal	do	206 39	
Patrick McDonell	do	Ill health	do Williamsburg Canal	do	210 88	
Michael Dowling	do		Bridge Master, Lachine Canal	do	149 69	
D. W. Hart	do		Collector, Inland Revenue, Paris Division	do	460 00	
Isidore Hurteau	do	Ill health	Dominion Arbitrator	do		Died before receiving any allowance.
John McCormack	Dismissed.		Sub-Collector of Customs, Cardigan, P.E.I.	do		
Neil Campbell	do		Preventive Officer of Customs, Charlottetown, P.E.I	do		Under suspension for four months.
E. V. Bodwell	Transferred		Supt. of the Welland Canal	do		Transferred to British Columbia as Acct., C.P.R.
P. Lindsay	Superannuated	Age	Letter Carrier, Kingston P. O.	do	201 60	
Michael Walsh	do	do	Messenger, Public Works Department	do	350 00	
Geo. A. Burnham	Transferred		Chief Railway Mail Clerk	do		Promoted to Assistant P.O. Inspector, Toronto Div.
— Merrill	Superannuated		Collector, Inland Revenue, Prescott	do	756 00	
George Shepherd	do	Age	Lock Master, Burritt's Rapids	do	235 84	
H. G. Bennett	do		Light Keeper, Amet Island, N.S.	do	141 60	
Hon. D. Harrington	do	Age	Collector, Customs, Shediac, N.B.	do	616 00	
A. Magurn	do	Mental infirmity	Clerk, P. O. of Kingston	do	506 00	
T. W. Ross	Retired		Clerk, P. O. of Toronto	do		Allowed a gratuity of one month for each year's service.
John Scott	do		Railway Mail Clerk	do		do do
G. T. Kingston	Superannuated	Impaired health	Director, Magnetic Observatory at Toronto	do	1,857 60	
John McCormick	Dismissed.		Sub-Collector, Customs, at Cardigan	do		
J. V. Ellis	do		Postmaster, St. John, N.B.	do		
William Lavender	Superannuated		Lock labourer, Rideau Canal	do	157 73	
H. A. Johnson	do		Clerk in office of P. O. Inspector, London	do	682 00	
George Perns	do		Lock labourer, Rideau Canal	do	58 58	
Norris Goddard	do		Dominion Book-keeper, Finance Dept.	do	1,680 00	
Ducan Fraser	Retired		Caretaker, &c., Custom House, Pictou, N.S.	do		Allowed a gratuity of 3½ months salary.
Jos. Tomlinson	Transferred		Clerk, Department of Marine and Fisheries	do		Transferred to the Engineer-in-Chief's Office, C.P.R.
Thos. Cross	do		Clerk in Finance Department	do		Transferred to Department of Railways and Canals.
C. F. Street	Transferred.		Clerk, Railways and Canals	Permanent		Transferred to Finance Dept.
Jas. E. Smith	Dismissed.	Misappropriation of moneys	Collector of Customs, Port of Toronto	do		
Chas. B. Mackay	do	do	Chief Clerk do do	do		

STATEMENT showing the Names of Persons Dismissed or Removed from the Public Service, etc.—*Concluded.*

Name.	Dismissed, Removed, Superannuated or Transferred.	Reason for Dismissal, Superannuation or Transference.	Occupation.	Permanent or Temporary.	Amount of Superannuation or other Allowance.	Remarks.
					$ cts.	
A. G. Lajoie	Superannuated	Age	Assistant Librarian, Library of Parliament	Permanent		
T. H. Himsworth	do		Chief Clerk in the office of Privy Council	do	1,122 00	
John Jeffrey	Retired		Sub-Collector, Customs, Guysboro'	do		Allowed a gratuity of 3½ months salary.
E. R. Abell	Dismissed	Holds another position inconsistent with office	Steamboat Inspector, District of Manitoba	do		
Hon. D. L. McPherson	Removed	Illness	Speaker of the Senate			Subsequently reinstated.
William Patton	Superannuated		Collector Inland Revenue at Hamilton	Permanent	410 00	

STATEMENT showing the Names of all Persons appointed to Office in the Public Service, between the thirteenth day of February, 1879, and twenty-third day of February, 1880; the particular offices to which such persons were appointed; the remuneration or emolument attached thereto; and whether by Salary or Fees, as called for by an Address of the House of Commons, dated 23rd February, 1880.

Name.	Residence.	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
John Cotton		Sub-Inspector North-West Mounted Police	Salary	800 00	In place of Lawrence Fortesque, resigned.
Pierre Dozois	Lacolle, Q	Collector of Customs	do	450 00	*Vice* A. Holden, superannuated.
John Hartt	Edmundston, N.B	Sub-Coll. Customs, Outport of Edmundston	do	250 00	Promoted, Order in Council, 14th Aug., '79, increased salary to $300.
Firmin Daigle	Middle St. Francis, NB	Landing Waiter, &c., Middle St. Francis, N.B	do	200 00	
Reuben Winsel		Sub-Collector, Outport of Bridgewater	do	350 00	*Vice* Jno. M. Wyman, who declined the office
David Pottinger		Chief Supt. of Inter. Railway at Moncton	do	3,000 00	
H. J. Hubertus		Inspector of Gas and Gas Meters for Ottawa Hull, Cornwall, Prescott and Brockville	do	700 00	
Forshaw Day		Prof. of Freehand Drawing in Military College of Canada	do	1,500 00	For 1st year, $2,000 for following years.

Samuel Craig		Keeper of Fog-whistle at Petite Passage, NB	Salary	400 00	To include all allowances.
R. H. Mathews	Fort Francis	Indian Agent at Lac de Milles Lac, &c	do	730 00	Mr. Mathews to conduct a school also.
Featherston Osler	Toronto	Puisne Judge of Court of Common Pleas			*Vice* Mr. Justice Gwynne, appointed a Puisne Judge of Supreme Court.
Arthur Aurelien Lanthier	Montreal	Collector of Customs at Three Rivers	do	1,000 00	Vice H. A. Lemieux, transf. to Montreal.
Arthur D. Duval, M.D		Prof. of French in Royal Military College	do	1,000 00	
J. Bte. Guevrement	St Germain de Grantham	Railway Mail Clerk	do	480 00	3rd Class.
Lewis Hudgins		Keeper of Lighthouse on Salmon Point	do	300 00	*Vice* Peter Huff, dismissed, who snperseded Hudgins in 1876.
H. B. Terrill	Stanstead, Q.	Railway Mail Clerk.	do	480 00	3rd Class.
Thomas Gingras	St. Sauveur, Q	Letter Carrier at St. Sauveur de Quebec	do	300 00	
John Morash	Lunenburg, N.S	Preventive Officer, Port of Lunenburg, N.S	do	200 00	John Morash had been replaced by J. Myre, and now restored.
Robert Carr Harris		Prof. of Civil Engineering in the Royal Military College	do	2,500 00	To be raised to $2,700 after the first year.
John Cox	Montreal	Clerk of Customs to be Chief of the Shipping and Registration Office	do	1,200 00	*Vice* Wm. Blakeley, deceased.
Alex. McNabb		Supt. and Engineer of the P. E. I. Railway	do	3,000 00	*Vice* W. McKechnie and G. C. Cunningham, dismissed.
Albern C. Crowe	Halifax	Clerk of the 4th Class Outside Service, P. O Dept	do	360 00	*Vice* Mitchell, resigned.
George Hepburn		Inspector of Gas and Gas Meters	do	200 00	*Vice* J. Hepburn, deceased.
Pierre Potvin	Byng Inlet, O.	Landing Waiter and Searcher, Customs, Byng Inlet	Allowance		$3 for every vessel cleared from Byng Inlet
Alex. G. Hamilton	North Sydney, N.S	Collector Customs, Port of North Sydney.	Salary	800 00	*Vice* T. Bowen, jun., transf. to St. Pierre et Miquelon.
Jno. Fred Macdonald, jr	New Glasgow, N S	Sub-Coll. Customs, Outport of New Glasgow	do	500 00	*Vice* W. L. Campbell, transf. to Yarmouth
Robt. C. Blair	Chicoutimi, Q.	do do Chicoutimi	do	300 00	*Vice* A. A. Hudon, dismissed,
Alex. Ross	Gould, Q	Railway Mail Clerk of 3rd Class.	do	480 00	On International Railway.
Firmin Larivee	Trois Pestoles, Q	Keeper of Red Island Lightship, vice Capt. Damour, superseded	do	500 00	With allowance of $1,900 per annum, for engineer and crew.
Ransom Rowe	Athelstan, Q	Landing Waiter and Searcher, Customs, Port of Athelstan	do	500 00	*Vice* J. Breadner, deceased.
S. S. Lazier	Belleville, O	Deputy Judge of the County Court, County of Hastings			
William Carter		Clerk in Cullers' Office at Sorel	do	200 00	
George Daveling		Deputy Supervisor of Cullers at Montreal.	do	700 00	*Vice* F. X. Bellard, deceased.
Henry Knauf		3rd Class Clerk, P. O. Dept	do	600 00	Special qualification.
John Dodd		Messenger do	do	390 00	
Alex. Jas. Fraser	Ottawa	Probationary Clerk, Dept. of Justice	do	300 00	*Vice* E. Y. Steele, resigned.
H. B. S. Lane		Junior 2nd Class do	do	700 00	do M. J. Griffin do
Lawrence Lawless		4th Class Clerk, Outside Service, P. O. Dept	do	360 00	do Jarvis, removed.
Alex. Pridham		Collector of Canal Tolls, Grenville	do	600 00	do G. Schneider, dismissed.
Walter Lynch	Waterloo	Collector of Customs, Port of Potton	do	600 00	do Geo. Gunn, superannuated.
A. McLeod		do at Halifax.	do	1,400 00	do Chas. Taylor, dismissed.
William McArthur	Fenelon Falls	Railway Mail Clerk of 3rd Class, on Victoria Railway	Salary	480 00	
J. L. Vincent	Montreal	Coll. of In. Rev. at Montreal (promotion).	do	1,800 00	*Vice* Dunbar Browne, dismissed.
Edward Murphy	Toronto	Letter Carrier, Toronto	do	300 00	
Capt. Edward Pelletier	Kamouraska	Keeper of the Upper Traverse Lightship	do	1,400 00	For self and crew of five men.

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence.	To What Office Appointed,	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
Pacifique Leger	Richibucto	Keeper of the Beacon Lights, Richibucto Beach	Salary	200 00	
Antoine Deschamps		Keeper of the Lights at St. Ann Bout de l'Isle	do	100 00	*Vice* Antoine St. Dennis and Jos. Pilon, superseded.
John McMullen		Harbor Master at Head of Grand River, P E.I	Fees	200 00	Paid by fees from vessels.
William Cummings		Harbor Master at Port of Annapolis, N.S.	do	200 00	do do
Octave Desjardins	Matane	Keeper of the Lighthouse at Matane, Que.	Salary	250 00	*Vice* T. N. Dionne, superseded.
John H. Dewar	Alberton, Prince Co.	Inspector of Fisheries for the Province of Prince Edward Island	do	800 00	
John Dodd	Montreal	Deputy Collector of Inland Revenue at Montreal (promoted)	do	1,200 00	*Vice* J. L. Vincent, promoted.
James Beattie	Highgate	Indian Agent to the Deleware Indians	do	200 00	*Vice* Thos. Gordon.
Thomas A. Hefferman	Guelph	Collector of Customs, Port of Guelph	do	1,000 00	*Vice* E. Cathew, deceased.
James Penny, sen		Keeper of Penny's Light, Murray Harbor	do	50 00	*Vice* M. McFadgon, resigned.
Abraham Daley		do of Beach Light do	do	50 00	do do
Geo. H. Wallace	Sussex, N.B	Sub-Coll. of Customs, Outport of Sussex	do	400 00	
Capt. Angus McDonald		Harbor Master, Cardigan River, P.E.I.	Fees	200 00	To be collected from vessels.
Dr. John W. Daniel		Surgeon of the St. John Penitentiary	Salary	600 00	Appointed temporarily.
Thos. J. Phipps		Keeper of the Light at Kingsport Pier, N.S	do	50 00	
George Carpenter	Montreal	Member of the Police of Canada, at		1 75	Per day.
Chas. I. Gill	Sorel	Puisne Judge, Superior Court, Que.			*Vice* T. J. J. Loranger, resigned.
Chas. J. McDonald	Halifax	Post Office Inspector for the Province of Nova Scotia	Salary	2,200 00	*Vice* F. M. Passon, superannuated.
Walter Greaves	Montreal	Clerk in the Office of P.O. Inspector, Montreal	do	700 00	
Thomas Baker	Yarmouth	Keeper of Revolving Light on Peasis Island, Nova Scotia	do	250 00	New light.
Arsene Miquilon	St. Camille	Railway Mail Clerk	do	480 00	On Quebec Central Railway.
J. G. Bourget	Quebec	do do	do	640 00	Re-appointed, 19th May, after dismissal, 12th February.
James F. Curtis	Charlottetown	Prev. Officer at Port of Charlottet'n, P.E I	do	500 00	
Fred. W. Bent	Amherst, N.S	Commissioner of Police	do	1,000 00	Within Province of Ontario, Manitoba and District of Keewatin.
John McDonald	Pictou, N.S	do	do	1,000 00	do do
A. C. McMicken	Winnipeg	Clerk in A. R.-General's Office, Winnipeg.	do	500 00	
H. M. Drummond	do	Asst, Rec.-General, Winnipeg	do	1,600 00	
Brown Wallis	Ottawa	Clerk, P.O. Dept., Inside Service	do	700 00	

M. N. G. D'Auteuil	Ottawa	Clerk, P.O. Dept., Inside Service	Salary	650 00	
H. Smallpiece	Toronto	do Outside Service	do	600 00	
Thos. H. Lawson		Janitor of Dominion Savings Bank, St. John, N.S	do	500 00	*Vice* Daniel Allan, resigned.
Aculus. L. Palmer	St. John, N.B	Judge in Equity of the Supreme Court of New Brunswick	do	4,000 00	
Edgar Dewdney	Yale, B.C	Commissioner of Indian Affairs in N.-W	do	3,200 00	With living and travelling expenses.
H. J. Taylor		Practical Farmer in N.-W	do	730 00	With living.
Thos. Wright		do do	do	730 00	do
G. J. Tandy		Mechanical Supt. on Inter. Ry. at Moncton	do	2,000 00	*Vice* Mr. Whitney.
Hugh McAdam	St. Stephen, N.B	Preventive Officer at Port of St. Stephen, N.B	do	700 00	*Vice* J. D. Wilson, deceased.
John McMillen, M.D		Physician to Sick Seamen at Port of Pictou, N.S	do	400 00	To include medicine.
Lieut.-Col. Stewart		Clerk in Gov.-Gen. Secretary's Office	do	1,700 00	Transferred from Department of Militia and Defence.
M. A. McDonald		Coll. of In. Rev. at North Sydney, C.B	do	500 00	*Vice* L. Robertson, superannuated.
Stephen Rawding	Canada Creek, N.S	Sub-Coll. of Customs at Outport of Canada Creek	do	150 00	*Vice* C. V. Rawding do
J. H. P. Gibson	Ottawa	Clerk in Auditor-General's Office	do	800 00	
Thos. Porter	do	do do	do	800 00	
Elliott T. Galt	Sherbrooke	Secretary and Clerk to E. Dewdney, Indian Commissioner for the N.-W. Ter	do	1,000 00	
John Chamard	Murray Bay	Probationary Clerk, Inside Service, P.O. Department	do	300 00	
C. J. McDonald		Clerk in Post Office Department	do	600 00	
W. R. Wainwright		do in Militia Department	do	900 00	*Vice* Lieut.-Col. Stewart, transferred to Gov.-General's Office.
Cameron Stanton	Ottawa	do in Finance Department	do	400 00	
J. G. Tandy	Moncton	Mechanical Inspector of Pacific and Intercolonial Railways	do	2,000 00	Cancelling O. C., No. 725.
Geo. W. Power		Clerk in Asst. Rec.-Gen. Office, Halifax	do	450 00	*Vice* Mr. Cotton, resigned.
Wm. Wakeham, M.D	Gaspé Basin	Fishery Office in the Gulf and Lower St. Lawrence	do	1,200 00	
John B. Foster		Deputy Warden, Dorchester Penitentiary		1,200 00	
Rev. Richard Symonds		Protestant Chaplain, Dorchester Penitentiary	Salary	500 00	
		Roman Catholic Chaplain, Dorchester Penitentiary	do	500 00	
Robert Mitchell, M.D		Surgeon, Dorchester Penitentiary	do	1,200 00	
John Fraser		Accountant do	do	900 00	
Henry Kirkwood, M.D		Inspecting Physician of Quarantine Station, Port of Pictou	do	400 00	*Vice* Wm. E. Cooke, deceased.
James Anderson	Georgina	In charge of the Timber interests of the Dominion in Keewatin, Manitoba and North-West Territories	do	1,200 00	And travelling allowance.
John May	Grand Falls, N.B	Caretaker of Ordnance Land at Grand Falls	do	200 00	

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence.	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
Jos. Octave Sérois	Percé, Q.	Landing Waiter and Searcher, Customs, Port of Percé	Salary	450 00	*Vice* Wm. Flynn, promoted.
François Gibaut	do	Collector of Customs, Port of Bradore Bay		600 00	
Michael Bermingham	Magdeleine River	Preventive Officer, Customs, of Magdeleine River	Allowance		$5 for every vessel cleared. *Vice* A. Sassevil, dispensed with.
William Johnston		Harbor Master, Port of Chatham, N.B.	Salary	300 00	Paid out of fees.
Alex. Cameron		Messenger in Department of Justice	do	400 00	*Vice* Robt. MacKay.
Lt.-Col. Chas. de Bellefeuille		Storekeeper at Montreal for Military Districts 5 and 6	do	800 00	*Vice* Major Pope, deceased.
Hilaron Roy		Lighthouse Keeper at Petit Rocher, N.B.	do	150 00	
Hon. W. Hamley	Victoria, B.C.	Acting Agent of Department of Marine and Fisheries at Victoria	do		*Vice* Capt. Jas. Cooper, superseded.
Thos. Mason	Toronto	Railway Mail Clerk of 3rd Class	do	480 00	
William Bennett	Barrie	do do	do	480 00	
François Corbeille	St. Cunegonde	Clerk in Canal Office, Montreal	do	600 00	
Pascal Breland		Member of the Council to assist the Lieutenant-Governor in the administration of the North-West Territories	do	800 00	
Capt. David McCormick	Pelee Island	Sub-Collector of Customs at Outport of Southport	do	300 00	
John Thompson	Hamilton	Appraiser in Customs at Port of Hamilton	do	1,200 00	Promoted.
Andrew A. Wylie	do	Asst. do do do	do	800 00	*Vice* J. Thompson, promoted.
Walter Cousins	London	Clerk of 4th Class, Outside Service, Post Office Department	do	360 00	
Hon. Thos. H. Haviland	P. E. Island	Lieutenant-Governor, Province of Prince Edward Island	do	7,000 00	*Vice* Sir R. Hodgson.
John J. McGee	Montreal	Draugtsman, &c., in Department of Interior	do	1,200 00	
J. McD. Gordon	Goderich	Clerk in Department of Interior	do	700 00	
A. L. Jarvis	Ottawa	do do	do	700 00	
A. L. Hamilton	Collingwood	do do	do	700 00	
J. J. L'Etoile	Montreal	do do	do	600 00	
G. W. Patterson	St. John, N.B.	do do	do	600 00	
H. G. Maingy	Ottawa	do do	do	600 00	
Samuel Stewart	do	do do	do	600 00	
Martin Brady	Benfrew	do do	do	600 00	
James Dunnett	Ottawa	Messenger do	do	300 00	

M. Vernon C. Nicholson	Ottawa	Clerk in Dept. of Marine and Fisheries	Salary	500 00	Served four years as Extra Clerk.
Andrew Halkett	do	do do	do	400 00	
A. H. Belliveau	do	do do	do	400 00	
M. A. Cunningham	do	do Stationery Office	do	400 00	
W. H. Pambrun	do	do Militia Department	do	700 00	Special qualifications.
Thos. Barry	Montreal	Sub-Collector and General Preventive Officer and Detective Officer for the Province of Quebec	do	1,400 00	Stationed at the Outport of Richmond.
Paschal Bouchard		Timber Counter at Gres. Falls, Quebec.	do	80 00	
Capt. Fred Revely	Victoria, B.C.	Agent of the Department of Marine and Fisheries at Victoria, and Inspector of Lighthouses for the Province of British Columbia	do	1,600 00	*Vice* Capt. Cooper, deceased.
— Fortescue	Ottawa	Clerk in the Mounted Police Branch of Department of Interior	do	1,200 00	On resigning his position as Sub-Inspector in North-West Mounted Police.
Henry Pilgrim	Sault Ste. Marie	Clerk in Customs at Outport of Sault Ste. Marie	do	500 00	*Vice* P. Brown, superannuated.
Donald Cameron	Bruce Mines	Sub-Collector of Customs at Outport of Bruce Mines	do	600 00	*Vice* John Bowker do
John McLagan	Sarnia	Landing Waiter at Port of Sarnia	do	500 00	*Vice* G. W. Thomas do
William Matte	Sorel	Keeper of Lighthouse at Isle à la Pierre	do	220 00	*Vice* Jos. Lamoureux, deceased.
James McSutherland	Kildonan	Local Agent of Dominion Lands at Little Saskatchewan	do	700 00	
Benj. W. Ross	Gravenhurst	Land Agent, Cockburn Island, and part of Manitoulin Island	do	400 00	And percentage on sales.
Chas. Logue	River Desert	Indian Agent, River Desert Village	do	600 00	*Vice* Patrick Moore, dismissed.
Jas. Green Stewart	Parish of St. Paul, Manitoba	do at Edmonton, N.W.T.	do	1,200 00	*Vice* Molyneux, resigned.
Geo. A. Bourgeois, M.D.	Three Rivers	Post Office Inspector for District of Three Rivers	do	1,200 00	New district formed.
Hon. Theodore Robitaille		Lieutenant-Governor of the Province of Quebec	do	10,000 00	*Vice* Hon. L. Letellier, removed.
John M. Bowell	Ottawa	Clerk in Department of Customs.	do	400 00	
John Akers	Stirling, Ont.	Messenger and Asst. Clerk, Customs Dept.	do	400 00	
Arthur Rousseau	Shawenegan	Slide Master at Shawenegan	do		*Vice* François Rousseau, superannuated.
H. Reynolds	Winnipeg	Govt. Commission Agent, at Winnipeg	do	500 00	
W. J. Hayward		Insp. of Weights and Measures, Windsor Div	do	1,000 00	
Alex. Marentelle		Asst. Insp. do do	do	500 00	
Albert Erb		do do do	do	500 00	
James Egan		Inspector do London Div.	do	1,000 00	
G. W. Boggs		Asst. Insp. do do	do	500 00	
A. Bogue		do do do	do	500 00	
Thos. Beattie		do do Hamilton Div.	do	500 00	
A. Young		do do do	do	500 00	
G. T. Bolster		Inspector do Toronto Div.	do	1,200 00	
Joshua Wright		Asst. Insp. do do	do	500 00	
J. Bowman		do do do	do	500 00	
J. Lyons		do do do	do	500 00	

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence.	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
D. Kennie		Insp. of Weights and Measures, Toronto Div	Salary	500 00	
Chas. Way		do do do ...	do	500 00	
Harry Piper		do do do ...	do	500 00	
William Johnson		Inspector do Belleville Div.	do	1,000 00	
J. A. Wilkinson		Asst. Insp. do do ...	do	500 00	
Thomas Cahill		do do do ...	do	500 00	
C. B. Chrysler		Inspector do Kingston Div.	do	1,000 00	
W. Griffin		Asst. Insp. do do ...	do	500 00	
W. Burrows		do do do ...	do	500 00	
W. Whittaker		do do do ...	do	500 00	
A. Code		Inspector do Ottawa Div.	do	1,000 00	
M. Gorman		Asst. Insp. do do ...	do	500 00	
R. S. Park		do do do ...	do	500 00	
J. B. Leduc		do do do ...	do	500 00	
A. J. Whitton		Inspector do Montreal Div.	do	1,200 00	
J. O. Chabut		Asst. Insp. do do ...	do	800 00	
H. N. Tabb		do do do ...	do	800 00	
G. T. Derion		do do do ...	do	500 00	
F. Rochelean		Inspector do Three Riv. Div.	do	1,000 00	
R. Kittson		Asst. Insp. do do ...	do	500 00	
A. M. Rivard		do do do ...	do	500 00	
A. Côté		Inspector do Quebec Div.	do	1,200 00	
J. Gregoire		Asst. Insp. do do ...	do	500 00	
P. E. Bourassa		do do do ...	do	500 00	
E. Clark		Inspector do Sherbrooke Div.	do	1,000 00	
H. J. Pemoyer		Asst. Insp. do do ...	do	500 00	
P. Smith		do do do ...	do	500 00	
J. U. Richard		do do do ...	do	500 00	
John B. Wilmot		Inspector do St. John Div.	do	1,200 00	
E. Cowan		Asst. Insp. do do ...	do	500 00	
E. C. Freeze		Inspector do Fredericton Div.	do	500 00	
W. B. Scoville		do do Kings Div.	do	800 00	
R. M. King		do do Halifax Div.	do	1,200 00	
P. Tompkins		Asst. Insp. do do ...	do	500 00	
L. E. Tremaine		Inspector do Sydney Div.	do	800 00	
James Reddin		do do P.E. Island Div.	do	800 00	
R. T. Huggard		do do Manitoba Div.	do	800 00	
Jos. Cauchon, jun		Secretary for Keewatin	do	500 00	

Jos. Graham		Assistant to the Local Agent of Dominion Lands at Nelsonville	Salary	700 00		
L. T. Merriman	Stanstead	Landing Waiter and Sub-Coll. of Customs at Cedarville	do	600 00	Promoted *vice* M. Dixon, superannuated.	
William Clarke	do	Landing Waiter and Sub-Coll. of Customs at Port of Stanstead	do	400 00	*Vice* L. T. Merriman, promoted.	
Edwin L. Heath	Simcoe	Sub-Coll. of Customs at Outport of Simcoe	do	400 00	*Vice* P. T. Furniss, resigned.	
Fred. Jas. Mackay	Ottawa	Clerk of Public Works Department	do	1,100 00		
Archelus Bolduc	St. Victor de Tring	do Post Office do	do	400 00		
Alphonse Germain	Winnipeg	do do Dept. Outside Service.	do	360 00		
Allan Jones	Kingston	Assistant P.O. Inspector, Kingston Div	do	1,100 00	Promoted.	
Chas. Curran	Montreal	Railway Mail Clerk	do	480 00	*Vice* J. O. Benoit, superannuated.	
Edwin O'Boyle	Port Colborne	do	do	480 00	*Vice* E. F. Johnson, dismissed.	
Fred. Scobell	Kingston	do	do	480 00	On Kingston and Pembroke Railway.	
Isidore Côté	Ottawa	Clerk, Dept. of Public Works	do	400 00		
D. McKendrick	Dalhousie, N.B	Railway Mail Clerk	do	480 00		
C. F. Wylde	Victoria, B.C	Post Office Clerk, Outside Service	do	400 00		
R. Jamieson	do	do do	do	400 00	Increased to $720 by O.C., 11th Nov. 1879.	
W. H. Walker	Halifax, N.S	do do	do	400 00		
P. J. Duffy	Toronto, Ont.	do do	do	400 00		
R. Thompson	do	do do	do	400 00		
G. L. Backus	do	do do	do	400 00		
J. F. Cornell	do	do do	do	400 00		
Richard Hassard	do	do do	do	400 00		
J. S. Dillon	Hamilton	do do	do	400 00		
R. Fitzegerald	do	do do	do	400 00		
W. Flynn	do	do do	do	400 00		
John Cowan	Winnipeg	do do	do	400 00		
G. W. Griffin	London	Railway Mail Clerk	do	480 00		
J. F. Pelletier	Montreal	Clerk, P.O. Department, Outside Service	do	400 00		
Edmund H. Forbes	do	do do	do	400 00		
W. Smellie	Toronto	do do	do	400 00		
W. M. Platt	do	do do	do	400 00		
C. E. Charleton	do	do do	do	400 00		
C. F. Bell	do	do do	do	400 00		
Hubert A. Bayne	do	Prof. of Experimental and Natural Sciences in Royal Military College	do	2,000 00		
J. B. Turner	Quebec	Chief Clerk, P.O. Dept., Outside Service	do	440 00		
William Thompson		Slide Master at Mountain Station, Ottawa River	do	$1 per diem.	During navigation season.	
Hiram Bender	Clifton	Landing Waiter and Searcher, Customs, Port of Clifton	do	500 00	*Vice* John Brennan, dismissed.	
Edwin Blomley	Montreal	Clerk of Warehouse Office, Montreal	do	1,000 00	Promoted, *vice* T. Watkins, superannuated.	
M. M. Smith	Dundee	Coll. of Customs, Port of Dundee	do	550 00	Promoted.	
Thos. B. Harvey	Chippawa	Landing Waiter and Searcher, Outport of Chippawa	do	600 00	Was acting Landing Waiter for 6 years, at $2 per day.	
Frank Prout	Bruce Mines	Sub-Coll. of Customs at Outport of Bruce Mines	do	500 00	*Vice* D. Cameron, whose appointment has been cancelled.	

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence.	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
Jos. Bollard	Kingston	Clerk, Post Office, Outside Service	Salary	360 00	*Vice* W. S, Smyth, transferred to Ottawa.
Everard H. Fletcher	Victoria, B.C.	Asst. Post Office Inspector for the Province of British Columbia	do	1,200 00	Promoted.
Uriah T. Chitton	St. George de Clarenceville	Prev, Officer, Customs, Port Clarenceville.			Without salary.
Geo. Chadburn	St. Armand, East	do do Port of Sutton			do
Thos. M. Marsh	Township of Brome	do do Port of Patton			do
Chas. W. Strong	Summerside, P.E.I	Collector of Customs, Port of Summerside, P.E.I	do	900 00	Promoted without increase of salary.
John Taylor	Port Latom, N.S	Sub-Coll. of Customs, Port Latom, N.S	do	150 00	*Vice* J. Sevain, deceased.
Jos. A. Pinard	Ottawa	Asst. Accountant in Dept. of Interior	do	1,000 00	
Telesphore Prudhomme	St. Jerome	Clerk in Post Office, Outside Service.	do	360 00	
J. D. Elliott	Brockville	Clerk in Post Office, Winnipeg, Man	do	900 00	To act as Assistant Postmaster.
Antoine D. Danis		Collector of Canal Tolls at Beauharnois, and Paymaster for Department of Railways and Canals	do	850 00	*Vice* Thos. Brossoit, resigned.
Louis Boucher	Esquimine	Indian Superintendent, north-east of the Saguenay River	do	400 00	And travelling expenses.
James McKay	Pennfield, N.B	Collector of Customs, Port of St. George	do	600 00	*Vice* J. A. Moran, deceased.
Mathew T. Wyatt	Chicoutimi	Keeper of Lighthouse at Point Armoure	do	800 00	*Vice* P. Godier, resigned; salary to include Assistants.
Wm. J. Webb		Keeper of Beacon Light at Harbour-au-Bouche	do	200 00	
Oliver Plamondon	Quebec	Clerk in Post Office, Outside Service	do	360 00	
Dr. P. A. Shee	Gaspé Basin	Medical Attendant to Indians of Gaspé Basin	do	80 00	*Vice* Dr. G. O. M. Fiset, resigned.
William E. Dickinson,	St. Williams	Keeper of Revolving Light on West End, Long Point	do	400 00	
Gaspard Deserres		Book-keeper in the Office of Supervisor of Cullers at Montreal	do	400 00	*Vice* H. P. Cusson, dismissed.
Robt. Boyter		Keeper of Lighthouse at Gore Bay, Manitoulin Island	do	250 00	
Troussaint Trudeau	Ottawa	Deputy of the Minister of Railways and Canals	do	No change of salary	
Frederick Braun	do	Secretary of Department of Railways and Canals	do	do	Transferred from Public Works Dept.
John Page	do	Chief Engineer, Department of Railways and Canals	do	do	do do
John P. Beenan	Alberton, P.E.I	Sub-Collector of Customs, Outport of Cascumpec	do	250 00	*Vice* Jas. F. White, dismissed.

P. J. O'Keefe	St. John, N.B	Tide Waiter, Customs, Port of St. John	Salary	500 00	
Jas. W. Brereton		Commissioner of Police, District of Keewatin			Under Act 31 Vict., cap. 73, as amended by Act 42 Vict., cap. 37.
R. Devlin	Ottawa	Clerk in Department of Inland Revenue	Salary	800 00	
C. R. Hall	do	do do	do	800 00	
G. F. Baillarge		Deputy of the Minister of Public Works	do	3,200 00	
E. St. O. Chapleau		Secretary of Department of do	do	2,000 00	
F. Farley	Ottawa	Collector of Canal Tolls at Ottawa	do	800 00	*Vice* Geo. A. Carmen, dismissed.
Samuel Hall	Annapolis, N.S.	Railway Mail Clerk	do	480 00	
G. H. Hawksworth	Digby	do	do	480 00	
Ernest A. Black		Clerk, Post Office Department, Inside Service	do	400 00	
Oscar Bailey	Three Rivers	Clerk, Post Office Department, Outside Service	do	360 00	
James G. Morris	Cookstown, Ont.	Railway Mail Clerk	do	480 00	
Patrick Lambert		Clerk in Cullers' Office at Quebec	do	600 00	*Vice* J. Power, deceased.
John Tompkins		Agricultural Instructor to Indians of Duck Lake, N.W.T.	do	730 00	With one year's provisions and seed.
M. Chamberlain		do Fort Ellice, N.W.T.	do	730 00	do do
J. Johnstone		do Fort Pelly do	do	730 00	do do
F. L. Hunt		do Qu'Appelle do	do	730 00	do do
John Scott		do Touchwood Hills, N.W.T.	do	730 00	do do
W. A. Loucks		do Prince Albert, N.W.T.	do	730 00	do do
George Chaffery		do Fort Carleton do	do	730 00	do do
B. Sherren		do Battleford do	do	730 00	do do
P. J. Williams		do Fort Pitt do	do	730 00	do do
R. S. Donnally		do Victoria do	do	730 00	do do
J. J. McHugh		do Edmonton do	do	730 00	do do
S. B. Lucas		do do do	do	730 00	do do
John Delaney		do Lake of the Isles, N.W.T.	do	730 00	do do
Samuel Bruce		do In the vicinity of Forts Walsh and Macleod, N.W.T.	do	730 00	do do
Jas. Patterson		do	do	730 00	do do
John Setter		do	do	730 00	do do
John J. English		do	do	730 00	do do
Roch. A. Aymong	Toronto	Clerk in Toronto Post Office	do	360 00	*Vice* C. T. Bell, made Railway Clerk.
H. F. Perley		Engineer of Public Works Department	do	3,000 00	
Ernest Brooks	Sherbrooke	Probationary Clerk, Post Office Department	do	300 00	
Michael V. Benoit		Railway Mail Clerk	do	480 00	
Horace Talbot	Montmagny	Clerk in Public Works Department	do	400 00	
Jules E. Verrault	Lévis	do do	do	700 00	
F. Becher	Ottawa	Clerk, Post Office Department, Inside	do	500 00	
Edward Rogers	Chatham	Railway Mail Clerk	do	480 00	
Allen Burnham	Cobourg	do	do	480 00	
Arthur Thomas	Toronto	Clerk, Post Office, Outside Service	do	360 00	
Loftus M. Fortier	Ottawa	do do Winnipeg	do	600 00	
William F. Walker	Hamilton	Deputy Judge of County of Wentworth	do		

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence,	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
Edward Burns	Guysboro' Co.	Keeper of Revolving Light on Wedge Island	Salary	400 00	
Thos. Kelly	Summerside, P.E.I.	Judge of the County Court, County of Prince	do		*Vice* Wm. H. Pope, deceased.
Chas. G. Fortier	Windsor	Collector of Inland Revenue at Hamilton	do	1,400 00	*Vice* Wm. Patton, superannuated.
Wm. L. Munroe	Whitehaven	Keeper of Lighthouse at Three Top Island.	do	200 00	
Roderick Grant	Antigonish, N.S.	Collector of Customs, Port of Antigonish, N.S.	do	800 00	*Vice* H. McPhee, superannuated.
Capt. David Hunter	Port Dalhousie	Light Keeper at Port Dalhousie	do	300 00	*Vice* Wm. Woodall do
Pierre Ramon	Windsor	Deputy Collector of Inland Revenue, Division of Windsor	do		*Vice* C. G. Fortier, promoted.
Neil Seely		Keeper and Engineer of Fog Whistle at Letete Passage	do	400 00	*Vice* Samuel Craig, transferred to Head Harbor.
Daniel Carroll	Halifax	Exciseman of the 3rd Class	do	600 00	
Chas. E. Poulin	Winnipeg.	Clerk, Post Office, Outside Service	do	360 00	
John B. Lynch	Ottawa	do in the Auditor-General's Office	do	400 00	
H. B. Witton.	Hamilton	Inspector of Canals	do	1,400 00	*Vice* R. Bell, superannuated.
Charles Allison	Kempt	Inspector of Weights and Measures for Division of Yarmouth	do	800 00	
Thos. H. McKenzie	Hamilton.	Inspector of Weights and Measures for Division of Hamilton	do	1,000 00	
A. Girouard	Richibucto	Assistant Inspector of Weights and Measures for Division of Kings, N.B.	do	500 00	
Robt. B. Carman	Cornwall	Deputy Judge of the United Counties of Stormont, Dundas and Glengarry	do		
Montgomery Harper	Pictou, N.S.	Customs Appraiser, Port of Pictou	do	600 00	
John Gray	New Glasgow, N.S.	Landing Waiter and Searcher, Outport of New Glasgow	do	400 00	
A. L. Watters	Ottawa	Clerk in Department of Customs	do	500 00	
Geo. P. Bliss.	do	do Finance Department	do	800 00	*Vice* H. T. Fosberry, deceased.
E. G. Pulford	do	do Secretary of State Department	do	700 00	
L. A. Grison	do	do do do	do	650 00	
P. T. Kirwan.	do	do do do	do	500 00	
D. Dunn	do	do do do	do	500 00	
Donald McDonald	Grandique, N.S.	Preventive Officer, Customs, at Grandique	do	100 00	
John L. Renton	Kingston	Clerk, Post Office, Outside Service	do	360 00	
David McNaughton	Victoria, B.C.	do do do	do	400 00	
Ernest Bangs	Winnipeg, Man.	do do do	do	400 00	

Marshall Bourinot	Sydney, N.S.	Collector of Customs, Port of Hawkesbury	Salary		400 00	*Vice* M. McDonald, removed.
John J. Cosgrove		Assistant Inspector of Weights and Measures for Division of Toronto	do		500 00	do Chas. Way, resigned.
John McMillan	Kingston	Landing Waiter and Searcher, Customs, Port of Kingston	do		500 00	do E. McColl, superannuated.
James Gibson	Windsor	Landing Waiter and Searcher, Customs, Port of Windsor	do		500 00	do Geo. Gilkes, removed from office.
Robt. McDonald	Prescott	Landing Waiter and Searcher, Customs, Port of Prescott	do		600 00	
Sidney W. Scobell	Kingston	Accountant of the Kingston Penitentiary	do		1,000 00	
John Conley	do	Keeper of Sand Reef Lighthouse, Passamaquoddy Bay	do		350 00	*Vice* Jas. Clarke, deceased.
Major Hy. R. Smith	Ottawa	Aide-de-Camp to Lieut.-General Sir Selby Smyth	do		600 00	
Hon. Jos. W. Trutch		Resident Agent for British Columbia	do		5,000 00	
Jos. Dubuc	St. Boniface, Man.	Puisne Judge, Court of Queen's Bench, Manitoba	do			*Vice* Justice Betourney, deceased.
Jas. C. Strange	Kingston	Clerk in Post Office, Outside Service	do		360 00	
Joseph Page		Foreman of Booms at mouth of St. Maurice River	do		452 50	
Octave Dionne	Ottawa	Chief Accountant in Department of Public Works	do		1,800 00	Promoted *vice* J. Bain, transferred to Department of Railways and Canals.
Wm. J. Gerald	Brantford	Collector of Inland Revenue for Division of Paris	do			*Vice* D. W. Hart, superannuated.
Joseph Simard	Montreal	Dominion Arbitrator	do		1,000 00	do Isidore Hurteau do
Ezekiel S. Wiggins	Ottawa	Clerk in Finance Department	do		1,100 00	do W. A. Geddes, deceased.
Col. J. W. Powell, M.D.		Visiting Indian Superintendent for British Columbia	do		3,000 00	At time of appointment Col. Powell was Indian Superintendent of the Coast Tribes.
Jas. Lenihan	New Westminster	Indian Agent, British Columbia	do		2,400 00	At time of appointment he was Indian Superintendent of British Columbia.
Jas. Perkins	Morrisburg	Sub-Collector of Customs at Iroquois	do		300 00	*Vice* H. McCullough, deceased.
John King	Sandwich	do do Lambton	do		800 00	Promoted *vice* Count Brockdorff, deceased.
Jules Martin	Little Métis	Keeper of the Light at Métis	do		300 00	*Vice* J. Métis, deceased.
E. V. Bodwell		Accountant, Pacific Railway, British Columbia	do		2,500 00	Transferred from Welland Canal service.
Wm. Ellis, C.E.		Superintendent of Welland Canal	do		2,000 00	*Vice* E. V. Bodwell, transferred.
Michel Gauvin	Quebec	Assistant in Examining Warehouse, Quebec	do		750 00	In the service over 23 years.
H. Allen	Ottawa	Messenger, Secretary of State Department	do		375 00	
G. Marsan		Probationary Clerk, Post Office Department	do		300 00	
James McCaffrey	Ottawa	Messenger, Finance Department	do		400 00	Nine years in the service as an Extra Messenger.
James Shannon		Postmaster for City of Kingston	do		1,500 00	*Vice* Robt. Deacon, deceased.
Geo. A. Burnham		Assistant Post Office Inspector, Toronto Division	do		1,400 00	Promoted *vice* C. L. Stephins, unfit for duty.
T. D. King	Montreal	Clerk in Weights and Measures Service	do		600 00	

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence.	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
Frost Gray	Quebec	Assistant Inspector of Weights and Measures, Quebec Division	Salary	500 00	
H. Simard	Malbaie	do do do ...	do	350 00	
H. Petit	Chicoutimi	do do do ...	do	350 00	
Henry Cogan		Keeper of Lighthouse at Fisgard, B.C	do	600 00	*Vice* W. H. Bevis, deceased.
François L. Desriviers	St. Hughes	Assistant Inspector of Weights and Measures for Division of Montreal	do	500 00	
S. Dillon	Belœil	do do do ...	do	500 00	
J. Landry	Terrebonne	do do do ...	do	500 00	
John Macfarlane	Wallace, N.S.	Keeper of Amet Island Lighthouse	do	450 00	*Vice* H. G. Bennett, superannuated.
George Norris	Montreal	Messenger in Inland Revenue Office, Montreal	do	500 00	Temporary Messenger for seven years.
Edward Smith	Ottawa	Clerk in Crown Timber Office, Ottawa	do	1,000 00	Reinstated.
Jos. O. Côté	do	Clerk of the Queen's Privy Council	do	3,200 00	Promoted *vice* W. A. Himsworth, dec'd.
William Wrayton		Keeper of Light at Stoddart's Island, N.S.	do	150 00	*Vice* Michael Wrayton, deceased.
Charles Carpmael		Director of the Magnetic Observatory, Toronto, and Meteorological Service of Canada	do	2,000 00	Promoted *vice* Prof. Kingston, superann.
Walter L. C. Harrington	Shediac, N.B.	Collector of Customs at Port of Shediac	do	700 00	*Vice* Hon. D. Harrington do
William O'Conner	Toronto	Railway Mail Clerk	do	480 00	
Louis Gauthier	Montreal	Clerk in Post Office, Outside Service	do	360 00	
Nelson F. Elliott	Kingston	Railway Mail Clerk	do	480 00	
Chas. Langlois		Foreman of Works at Shawenegen Station, St. Maurice Works	do	300 00	Eight years' service.
François Gerard		Foreman of Works at Shawenegen Station, St. Maurice Works	do	250 00	
A. Z. Palmer	Ottawa	Probationary Clerk, Post Office Department	do	300 00	
C. G. Geddes	do	Probationary Clerk, Post Office Department	do	300 00	
Chas. F. Turner	Toronto	Clerk, Post Office, Outside Service	do	360 00	*Vice* J. J Landy, removed.
Joseph Redmond		Fishery Overseer, County of Prince Edward	do	300 00	To replace previous staff.
Chas. W. Raymond		do Little Lake, foot of St. Ann's Island, Lake St. Clair	do	50 00	
P. McCarron		do Sydenham River and Lake St. Clair	do	100 00	*Vice* F. McRae, deceased.

Robt. Bell		Fishery Overseer,	Upper Rideau and Co. of Leeds	Salary	75 00	*Vice* John McGregor, dismissed.
William Pool		do	Prescott to Rockport	do	50 00	do J. L. Thompson.
W. H. Johnston		do	Charleston Lake, Gananoque Lake, &c.	do	50 00	do David Hamilton.
William Hicks		do	Upper and Lower Beverly Lakes	do	40 00	
James Green		do	From Outlet of Charleston Lake	do	40 00	
Albert E. Mills		do	From Poonamalee to Black Rapids	do	50 00	
Ephraim Deacon		do	River Tay and tributaries	do	50 00	
John R. Graham		do	Inland Waters of North Riding of Victoria	do	100 00	*Vice* James Sutherland.
John R. Macdonald		do	Waters of Townships of Sebastopol, Brudenell, &c, South Renfrew	do	50 00	
Terrence McGarrity		do	Waters of Counties of Stormont and Glengarry	do	50 00	
A. D. Sills		do	Lake Shore, &c, Co. of Lennox	do	100 00	
Wm. P. Croome		do	Grand River, from Brantford upwards	do	100 00	*Vice* Robt. Watt.
Thos. McGibbon		do	Mink Lake and Lake Doré, Co. of Renfrew	do	25 00	
George Douglas		do	Muskrat Lake and Snake River	do	25 00	
Arch. Acheson		do	Lower Allumette and Coulonge Lakes	do	25 00	
John Grant		do	Ottawa River, from foot of Upper Allumette Lake	do	40 00	
Joseph Radford		do	Waters of Counties of Chicoutimi and Saguenay	do	500 00	In charge of fish-breeding establishment at Tadousac.
Jacques Girard		do	Grand Bay, County of Chicoutimi	do	100 00	
John Morris		do	City and Island of Montreal, &c	do	200 00	
R. W. Jones		do	North River to Lachute, &c.	do	40 00	
Jos. I. Lamoureux		do	Between Carillon and Lake of Two Mountains	do	40 00	*Vice* Duncan Dewar.
Jos Landry		do	Rivers Jesus and Des Prairies	do	100 00	do E. Chaurette, resigned.
Vital Veilleux		do	Inland Waters of County of Beauce	do	40 00	

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence.	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
J. B. Macdonald		Fishery Overseer, Lakes Megantic and Spider, &c.	Salary	100 00	
Theotime Mignault		do Western Div. of Natashquan, &c.	do	150 00	*Vice* J. B. Chevalier.
Romuald Maltais		do Grand and Little Decharges, Lake St. John	do	25 00	
Charles Potvin		do Roberval do	do	25 00	
J. F. Picotin		do Drummondville Falls, St. Francis River	do	25 00	
Ulysse Beberer		do From Rivière du Gouffre to Canard River	do	50 00	*Vice* J. E. Demente.
Jos. Marion		do Gatineau District	do	100 00	
Antoine Chevrier		do Magdalen Island	do	100 00	do J. J. Fox.
Henry Blair		do Eastern Division, Co. of Colchester	do	100 00	do Wm. Blair, resigned.
Timothy Johnston		do Salmon River, Co. of Colchester	do	25 00	do G. N. Christie.
Henderson Gass		do North Division, Co. of Colchester	do	40 00	
Geo. Vroom		do Bear River, Co. of Annapolis	do	25 00	
William Crosscup		do North side of Bear River	do	25 00	
Francis Marman		do West Division, Co. of Richmond	do	125 00	*Vice* E. H. Ballam.
John McDonald		do County of Antigonish	do	125 00	do A. W. McDonald.
Chas. Henry		do West Division, Co. of Pictou, &c.	do	140 00	do David Marshall.
Duncan G. McDonald		do East Division, Co. of Pictou	do	170 00	do John McDonald.
Donald McLean		do Bailey's Brook, Co. of Pictou	do	30 00	do D. McLean.
William Turner		do Barney's River, County of Pictou	do	25 00	
George Foote		do Lower French River, Co. of Pictou	do	25 00	do W. B. Stewart.
William McDonald		do do do	do	25 00	do John Turner.
Donald McDonald		do Sutherland River, Co. of Pictou	do	25 00	do Donald Rankin.

Samuel Frazer		Fishery Overseer,	From Grant's Factory to East Branch Lake	Salary.	25 00	*Vice* Wm. Frazer.
Thomas Frazer		do	East River, from Tide Head to Grant's Fact'y	do	25 00	do Peter Delaney.
Edward Cameron		do	East Branch of Barney's River	do	25 00	
Arch. Porteous		do	West River, County of Pictou	do	25 00	do Wm. Ewens.
A. C. Pritchard		do	Central Div., Pictou Co.	do	150 00	
William McKenzie		do	East River of St. Mary's, Pictou Co.	do	20 00	do Donald Miller.
John McKay		do	River John, Pictou Co.	do	25 00	do David Langille.
Peter Campbell		do	East River do	do	25 00	do Wm. Smith.
Alex. Douglas		do	Middle River do	do	25 00	do Robt. Archibald
John Frazer		do	Moses River, &c. do	do	30 00	do D. Cameron.
Henry Shetford		do	Pennant River, County of Halifax	do	40 00	do Neil McLean.
Chas. A. Holden		do	Ogden s Brook and Jordan River, County of Shelburne	do	50 00	do James Turner.
George Ryer		do	Roseway River	do	50 00	do Richard McGill.
David Lemon		do	Lower Gold River, Co. of Lunenburg	do	25 00	do Wm. Mosher.
Cyprien E. Goddard		do	Wilkie's Cove to Hy. Rochs, Co. Lunenburg	do	25 00	do John Arty.
Benj. Rothenhiser		do	From Knocks to source of Lahave River	do	25 00	do Edward Morgan.
Francis McGregor		do	Entrance of Baddeck River, Co. of Victoria	do	25 00	do Francis Arnold.
John McRae		do	Middle River do	do	25 00	do John McDonald.
Allan McQuarrie		do	District of St. Mary's, Co. of Guysboro'	do	100 00	do John McDaniel.
D. A. McDonald		do	St. Mary's River, Co. of Guysboro'	do	40 00	do A. McQuarrie, promoted.
Wm. McDonald		do	do do	do	25 00	do A. Ross.
J. L. Smyth		do	St. Mary's River, from Forks to Indian Moss Brook	do	25 00	do Edward Jordan.
Angus Cameron		do	East River St. Mary's	do	25 00	
James McEllum		do	Salmon River, from Graham's West-tine	do	25 00	
John Jones.		do	Mouth of Salmon River, Co. of Guysboro'	do	25 00	
James Henderson		do	Isaac Harbor and River, Co. of Guysboro'	do	25 00	
Samuel Hudson		do	Country Harbor and River, Co. of Guysboro'	do	25 00	
John J. Sangster		do	New Harbor to Isaac Harbor, Co. Guysboro'	do	25 00	

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence,	To What Office Appointed.	How Paid.	Amount of Salary or Allowance.	Remarks.
				$ cts.	
Peter Coady		Fishery Overseer, Inverness County, East Division	Salary	100 00	*Vice* M. A. Ross.
David Ross		do do do	do	100 00	
Miles McDaniel		do From mouth of Margaree River to S.W. Chapel	do	25 00	do P. Coady, promoted.
Peter Benvie		do Mabou River, County of Inverness	do	25 00	do J. Meagher.
Mich. B. McDonald		do River Denis, County of Inverness	do	25 00	do Michael McDonald.
Moses Murphey		do Ainslie Lake, County of Inverness	do	25 00	do Jas. McGarry.
R. R. Fulton		do Debert River, County of Colchester	do	25 00	do W. McElheney.
John McKenzie		do Crowdis Bridge to head of River Inverness	do	25 00	do Kenneth McKenzie.
Daniel McDermid		do North East Margaree River	do	25 00	do Malcolm McLeod.
Donald Carmichael		do Margaree River, from Crowdis Bridge to Forks	do	25 00	do Geo. Ingraham.
William Hart, jun.		do North East Margaree River, from Crowdis Bridge to Forks	do	25 00	do John Carroll.
Allan McLennan		do Whycocomagh Bay, Co. of Inverness	do	25 00	do Donald McDonald.
Angus McFarlane		do Upper S.W. Margaree River, Co. of Inverness	do	25 00	
John P. McFarlane		do Margaree Harbor, Co. of Inverness	do	25 00	
Stephen Graham		do Long Point and Indique Rivers, Co. Inverness	do	25 00	
D. F. McLean		do Western Div. of Indique River, Co. of North'ld.	do	100 00	*Vice* John Cameron.
Daniel Matthews, jun.		do Little S. W. Miramichi River, Co. of North'ld.	do	30 00	do John Holmes.
Christopher Parker		do Miramichi River and tributaries, County of Northumberland	do	160 00	do Wm. Cushman.

John Blake		Fishery Overseer,	Miramichi River and tributaries, County of Northumberland	Salary	70 00	*Vice* Amos Perley.
Angus McIntosh		do	do do	do	30 00	do do
Tubal Watling		do	Black River and tributaries, Co. of North'ld.	do	30 00	
Jared Blackmore		do	Little S. W. Miramichi River, Co. of North'ld.	do	50 00	
Samuel Holt		do	S. W. Miramichi River, Co. of North'ld.	do	160 00	*Vice* N. B. J. Underhill.
Samuel Kingston		do	Upper Waters of N. W. Miramichi River	do	50 00	
Patrick Keating		do	N. W. Miramichi River and tributaries	do	30 00	
James Fitzpatrick.		do	Black River, County of Northumberland	do	30 00	
James A. Belyea		do	St. John River and Belle Isle Bay, &c.	do	50 00	*Vice* N. H. Deveber.
A. L. Collet		do	Buctouche Bay, Co. of Kent	do	30 00	
M. A. Gerouard		do	Buctouche District, Co. of Kent	do	75 00	Promoted from Warden.
George R. Burt		do	St. John River and tributaries, County of Carleton	do	100 00	*Vice* Hugh Harrison, deceased.
W. B. Mills		do	S. W. branch of Miramichi River	do	150 00	do Hugh Miller.
Augustine Cormier		do	Caraquet Herring Banks, County of Gloucester.	do	50 00	do C Lanteigne.
Jos. Pourier		do	Bay Chaleur, between Grand Anse and Point Meguette, County of Gloucester.	do	50 00	
John C. McClosky		do	Salmon River, County of Victoria	do	30 00	
Robt. Orr.		do	County of York	do	150 00	*Vice* Chas. McPherson.
W. E. Taylor.		Warden,	County of Sunbury	do	30 00	
Chas. Stephenson.		do	New Glasgow, Co. of Queen's.	do	30 00	
James Power		do	Huntly and Wheatly Rivers, Co. of Queen's	do	30 00	do David Rattray.
Jonathan Delaney.		do	New London	do	30 00	
John Mathieson		do	District of Bonshau	do	30 00	do Alex. McRae.
Finlay Mackenzie.		do	District of Lots 60 and 62, Co. of Queen's	do	30 00	do R. Morrison.
Francis Stanly		do	District of Charlottetown, Co. of Queen's	do	30 00	
Allan McDonald		do	North Lake, County of King's	do	30 00	do C. McInnis.
Malcolm Mathewson		do	Grand River do	do	30 00	do Thos. Clay.
Edmund Aitken		do	Bay Fortune River do	do	30 00	do W. R. Dingwell.

STATEMENT shewing the Names of all Persons appointed to Office in the Public Service, etc.—*Continued.*

Name.	Residence.	To What Office Appointed.	How Paid	Amount of Salary or Allowance.	Remarks.
				$ cts.	
John McDonald		Warden, Naufrage River, Co. of King's	Salary	30 00	*Vice* J. Brien.
Daniel Reilly		do District of Montague do	do	30 00	do D. D. Campbell.
John Lowe		do do Murray Harbor, Co. of King's	do	30 00	do Francis Cook.
Peter Duffy		do District of St. Peter's and Morrell, Co. of King's	do	30 00	do John Crane.
Jas. Mitchell		do First Dist. of Morrell, Co. King's	do	30 00	do James McInnis.
John O'Brien		do Second do do	do	30 00	
Patrick McCullough		do Third do do	do	30 00	do John Fisher.
J. H. Dingwell		do Fourth do do	do	30 00	do J. McAuley.
John Beaton		do Lots 5, 6 and 10, Co. of Prince	do	30 00	
George A. Sharpe		do Lot 12 or The Narrows do	do	30 00	do N. McArthur.
Patrick Delaney		do District of Summerside do	do	30 00	
George C. Longley		Collector of Inland Revenue at Prescott	do	1,400 00	do S. B. Merrill, superannuated.
Herbert O'Neil		Messenger, Department of Public Works	do	300 00	do Michael Walsh do
Capt M. W. Strange, jun.		Paymaster of Royal Military College, Kingston	do	500 00	do Lieut.-Col. Strange, resigned.
John J. McGee	Ottawa	Chief Clerk (Assistant Clerk) in Queen's Privy Council	do	1,600 00	do J. O. Côté, promoted.
George Cummins	Campbellton	Keeper of the two Beacon Lights at Campbellton	do	100 00	
H. B. McPherson, M.D.	North Sydney.	Medical Superintendent of Sick Seamen at North Sydney	do	200 00	
Oliver A. Kent		Keeper of Lighthouse at Garnet Rock	do	600 00	
Henry G. Hopkirk		Private Secretary to Minister of Militia and Defence	do	600 00	*Vice* A. G. Benoit, whose appointment was cancelled.
W. P. Lewis	Cardigan, P.E.I.	Sub-Collector of Customs at Outport of Cardigan	do	120 00	
John Gorman	Ottawa	Clerk in Auditor General's Office	do	700 00	
F. Hayter	do	do do	do	700 00	
Alphonse G. Benoit	do	Private Secretary to President of Queen's Privy Council	do	600 00	*Vice* A. C. Sparrow, whose appointment was cancelled.
A. C. Sparrow	do	Private Secretary to Postmaster General	do	600 00	*Vice* H. G. Hopkirk.
Conrad Lally	Barrie	Clerk in Post Office, Outside Service	do	360 00	do C. F. Turner, whose appointment was cancelled.
D. McDonald		Clerk in Department of Secretary of State	do	500 00	
Capt. Douglas Jones		Professor of Military History, &c., Royal Military College, Kingston	do	2,500 00	With quarters.

Lieut. M. H. P. R. Sankey	....	Instructor of Fortifications, &c., Royal Military College, Kingston	Salary	2,000 00	With quarters.
Sergt.-Major Birtles		Instructor of Military Engineering, Royal Military College, Kingston	do	1 50	Per diem, with quarters.
James L. Williams	London	Clerk and Locker, Customs, Port of London	do	600 00	*Vice* E. Anderson, dismissed.
John C. Collier	Sarnia	Landing Waiter and Searcher, Customs, at Point Edward	do	400 00	do G. E. Gurd, resigned.
Stephen J. King	St. John	Postmaster at City of St. John, N.B.	do	2,200 00	do J. V. Ellis, removed.
Samuel Gardner	do	Immigration Agent at do	do	1,000 00	do Robt. Shives, deceased.
Alfred D. Decelles	Montreal	Assistant Librarian, Library of Parliament	do	2,400 00	do Antoine G. Lajoie, superannuated.
L. K. Jones	Ottawa	Clerk, Department of Railways and Canals	do	1,200 00	New branch.
A. N. Greenfield	Ottawa	do do do	do	700 00	do
Hon. D. L. Macpherson	do	Speaker of the Senate of Canada	do		*Vice* Hon. R. D. Wilmot, resigned.
Hon. R. D. Wilmot		Lieutenant-Governor of Province of New Brunswick	do		do Hon. E. B. Chandler, deceased.
Jas. Wm. Young	Cape Canso	Sub-Collector of Customs at Port of Guysboro'	do	300 00	do John Jeffrey, retired.
Hon. A. E. Botsford		Speaker of the Senate of Canada	do		do Hon. D. L. Macpherson, removed—ill-health.
Dezery Beaudry	Ottawa	Accountant of St. Vincent de Paul Penitentiary	do	1,000 00	*Vice* E. Dagneault, resigned.
F. N. Gisborne		Superintendent of Telegraph and Signal Service	do	2,500 00	
H. S. Roebuck		Secretary to Hon. J. W. Trutch, Agent for Dominion Government in British Columbia	do	1,000 00	

STATEMENT

(18)

Of SPECIAL WARRANTS issued by His Excellency the Governor-General, in accordance with the provisions of the Act 41 Vic., chap. 7, sec. 32.

Date.	Service.	Amount.
1880.		
June 15	Indians, North-West Territories.	40,000 00
*do 15	Indian annuities, 1880-81, North-West Territories and Manitoba	157,846 00
do 22	*Parliamentary Companion*, to pay C. H. Mackintosh for 350 copies	700 00
July 20	Canada Pacific Railway working expenses	25,000 00
do 31	Maintenance and repairs Public Works, Welland Canal	14,000 00
do 5	Militia, Military Branch and District Staff, to pay Lieut.-Col. Osborne Smith additional allowance	300 00
do 8	Intercolonial Railway, to pay Thomas B. Smith, balance due for fencing done in 1871-72	1,894 50
do 20	Pacific Railway Royal Commission	10,000 00
do 20	Intercolonial Railway, to pay G. A Girouard for loss of railway sleepers in 1872	2,640 00
Sept. 2	do salaries of F. Shanly and assistants, investigating certain claims	12,000 00
do 2	Public Buildings, Ottawa, Eastern Block, fire and burglar-proof vaults	400 00
do 24	Intercolonial Railway, to pay Alexander Forbes, balance of amount awarded him Official Arbitrators for fencing in years 1873-4 and 1876	172 18
Oct. 5	Intercolonial Railway, to pay D O'Connor, barrister, for professional services, *re* The Fairbairn Engineering Co. *vs.* The Crown	143 00
do 5	Intercolonial Railway, to pay David McPherson, compensation for damages to his property by extension into Halifax	500 00
do 13	Public Buildings, Ottawa, Western Block extension, to pay Strachan, Beckett & Aspell, final estimate	402 71
do 18	Grosse Isle Quarantine Buildings, $2,215.99; harbour repairs, $240; to pay Pitou & Co	2,455 99
do 20	Unforeseen expenses, to pay George Gordon Dustan, expenses incurred during the Session of 1879, assisting the Minister of Finance in preparing tariff	453 75
do 27	Dominion Lands, Manitoba Consolidated Fund	2,500 00
do 30	Pacific Railway, purchase of Prince Arthur's Landing and Kaministiqua Railway.	14,000 00
Nov. 9	Miscellaneous, expenses of procuring a survey and plan of the immediate neighbourhood of the left bank of the Niagara River	1,000 00
do 9	Steam Corvette "Charybdis," expenses of bringing that vessel over from England	5,000 00
do 23	Civil Service Commission	5,000 00
Dec. 4	Steam Corvette "Charybdis," expenses of bringing that vessel over from England	5,000 00
do 8	Pacific Railway Royal Commission	2,500 00
do 9	Unforeseen expenses, to pay Sir A. T. Galt, services and expenses, trade negotiations with France and Spain (portion of lapsed vote)	4,058 32
		307,966 45

* These annuities were payable on the 1st July, 1881, and are charged in the account of 1880-81; but to have the funds ready for payment on the 1st July, it was necessary to place notes in Winnipeg, and to procure a warrant from His Excellency to authorize the same.

J. L. McDOUGALL,
Auditor-General.

STATEMENT

(19)

Of Payments charged to UNFORESEEN EXPENSES by Orders in Council, from 1st July, 1880, to date, in accordance with Act 43 Vic., chap. 10, schedule B.

Date of Order in Council.	To whom paid.	—	Amount.
1880.			$ cts.
July 20	Mrs. J. Maguire	Gratuity as widow of the late Judge Maguire, of the Superior Court, Quebec	666 66
do 24	Hon. Postmaster-General	To pay gratuity to widow of the late J. A. McLaurin, Clerk in Post Office Department.	100 00
May 7	D. C. Fraser, as Executor	Gratuity to representatives of the late J. W. Copeland, Agent of the Government Savings Bank at New Glasgow, N.S.	33 33
July 10	Mrs. David Ryan	Gratuity as mother of the late P. C. Ryan, of the Customs Department	250 00
Aug. 10	R. D. Dunn	To pay gratuity to widow of the late Michael Madden, Bridge Keeper, Welland Canal	76 00
do 17	James McCullough	Gratuity as father of the late Levi McCullough, Clerk in Ottawa Post Office	100 00
Sept. 24	R. K. Chisholm	To pay gratuity to widow of the late Robert Miller, Sub-Collector of Customs, Outport of Burlington	83 33
do 24	Mrs. Clark	Gratuity as widow of the late James Clark, Keeper of Bliss Island Light	50 00
Oct. 5	J. W. Dunscomb	To pay gratuity to widow of the late P. Dobbin, Tidesman, Customs, Quebec	46 64
do 15	W. B. Simpson	do to widow of the late J. E. Villeneuve, Appraiser, Customs, Montreal	300 00
do 15	Mrs. Glashan	do as widow of the late P. M. Glashan, Collector of Inland Revenue, Division of Sarnia	233 32
do 20	Mrs. Sims	do as widow of the late Geo. Sims, of Gardener's staff, Rideau Hall (one month's salary)	32 50
Nov. 11	Mrs. M. Clark	do as widow of the late E. D. Clark, Superintendent in the Mounted Police, N.W.T.	233 32
do 22	W. J. O'Brien	do to widow of the late Wm. Napier, Landing Waiter, &c., Customs, Bathurst, N.B.	83 34
do 25	W. B. Simpson	do to widow of the late B. Dupré, Tide Waiter, Customs, Montreal.	91 34
do 19	George Dowker	do to mother of the late Joshua Ward, Clerk in Lachine Canal Office	104 00
July 5	James Thornton	For Overpayment of steamboat inspection fees, &c., in 1878-79 and 1880 $ 9 00	
Oct. 5	W. McMeekin	Overpayment of steamboat inspection fees. 9 00	
			18 00
July 7	Wm. Briggs	50 copies of Ryerson's "Loyalists" 250 00	
June 14	Beauchemin & Valois	10 copies of "Le Code Civile Annoté" 60 00	
			310 00
July 31	D. O'Connor.	Costs in the case of Doutre *vs.* the Queen	345 50
do 19	Ernest Gagnon	Disbursements, distributing pamphlets, 24th June, at Quebec respecting lands in the North-West Territories	75 45
Sept. 2	Messrs. Holland	Reporting evidence in disputed territory claim between the Province of Canada and that of New Brunswick $150 00	
July 31	Geo. C. Holland	Reporting evidence on behalf of the Crown in the case of Doutre *vs.* the Queen 67 20	
			217 20

STATEMENT of Payments charged to UNFORESEEN EXPENSES, etc.—*Concluded.*

Date of Order in Council.	To whom paid.	—	Amount.
1880.			$ cts
.....	Bank of Montreal, London	For Bill of exchange in favor of Maynard, Harris & Co., books for Civil Service Commission	28 16
Oct. 20	Geo. G. Dustan, Halifax.	Expenses of visit to Ottawa on business connected with the sugar duties.....	453 75
Nov. 11	J. W. Harper	To pay expenses in connection with the death of John Lindsay.....	95 30
			4,027 14
Dec. 8	Bank of Montreal...	For services and expenses of Sir A. T. Galt in connection with trade negotiations with France and Spain (lapsed vote).....	4,058 32
		Total	8,085 46

J. M. COURTNEY,
Deputy Minister of Finance.

J. L. McDOUGALL,
Auditor-General.

Finance Department,
9th December, 1880.

RETURN

(20)

To an ORDER of the HOUSE OF COMMONS, dated 14th April, last;—For copies of all Applications for Patents in the Settlement Belt, part of the Parish of St. Peter, in Manitoba; all Evidence taken in reference to the Title of the late Chief Pegnis to lands in said Parish, together with all Reports of Surveyors and Indian Agents, in reference to the St. Peter Reserve.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
December, 1880.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURNS AND ADDRESSES

TO THE

HOUSE OF COMMONS

RELATIVE TO THE

SURVEYS AND APPROPRIATIONS OF LANDS

FOR THE CONSTRUCTION OF THE

CANADIAN PACIFIC RAILWAY

IN THE PROVINCE OF

MANITOBA, NORTH-WEST TERRITORY

AND

BRITISH COLUMBIA.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1881.

RETURN

(21)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1880 :—For a Return showing the Quantities of Lands sold by the Government of Canada in the Province of Manitoba and the North-West Territories, distinguishing the Lands within each of the Belts along the Line of the Canadian Pacific Railway, the Prices at which the Lands were sold, and the Total Amount of Money received on Account of such Sales, up to 31st December, 1879 ; also, the Cost of Surveying these Lands, and preparing them for sale, and the Cost of Management generally ; also, the Quantity of Lands in the Province and in the Territories disposed of by Free Grant or otherwise, to the same date.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
11th December, 1880.

Secretary of State.

OTTAWA, 9th December, 1880.

SIR,—I have the honor to transmit herewith, in compliance with an Order from the House of Commons, under date the 23rd February last, a Return showing the quantities of lands sold by the Government of Canada in the Province of Manitoba and the North-West Territories, distinguishing the lands within each of the Belts along the line of the Canada Pacific Railroad, the prices at which the lands were sold, and the total amount of money received on account of such sales, up to 31st December, 1879, so far as is on record in this Department.

With regard to that portion of the Order which asks for the cost of survey and of general management, I have to state that there is no special separate account kept of such cost for these particular lands.

It is, therefore, impossible to do otherwise than affirm, as the cost of their survey and management, the closest approximate estimate that can be formed on our data of cost of Dominion Land Surveys *and management generally*. This estimate is placed at 6 cents per acre, which, for the amount sold for cash, 130,663 acres, would come, in nearest round numbers, to $8,000.

It was found impossible to prepare this Return in time for last Session.

I have the honor to be, Sir,
Your obedient servant,

J. S. DENNIS,
Deputy of the Minister of the Interior.

The Under-Secretary of State,
Ottawa.

RETURN to an Order of the House of Commons, dated the 23rd of February, 1880, showing the Quantities of Lands sold by the Government of Canada in the Province of Manitoba and the North-West Territories, distinguishing the Lands within each of the Belts along the line of the Canadian Pacific Railroad, the Prices at which the Lands were sold, &c., &c.

Belt A.			Belt B.			Belt C.			Belt D.			Belt E.	
Sold at $5 ($\frac{1}{10}$ cash).	Sold at $1.	Money Received.	Sold at $4 ($\frac{1}{10}$ cash).	Sold at $1.	Money Received.	Sold at $3.	Sold at $1 ($\frac{1}{10}$ cash).	Money Received.	Sold at $2 ($\frac{1}{10}$ cash).	Sold at $1.	Money Received.	Sold at $1 ($\frac{1}{10}$ cash).	Money Received.
Acres.	Acres.	$ cts.	Acres.	Acres.	$ cts.	Acres.	Acres.	$ cts.	Acres.	Acres.	$ cts.	Acres.	$ cts.
420	34,562	34,788 00	1,510	28,063	28,786 00	540	5,852	6,026 00	5,031	7,054	8,062 00	47,631	8,202 77

				$ cts.
Acres sold in Belt	A	34,982	Money received	34,988 00
do	B	29,573	do	28,786 00
do	C	6,392	do	6,026 00
do	D	12,085	do	8,062 00
do	E	47,631	do	8,202 77
Area sold in acres		130,663	Total Money received	86,064 77
Lands disposed by Scrip, acres		451,133		
do	Free Grants (bounty warrants) acres	229,761		
do	Free culture, acres	35,840		
do	Pre-emptions do	590,240		
do	Homesteads do	1,142,400		
Total Area disposed of in acres		2,580,037		

Certified.

LINDSAY RUSSELL,
Surveyor-General.

5th May, 1880.

RETURN

(21*a*)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880:—For Copies of all Notices Issued or Published, since the Accession to Office of the Ministry, on the subject of Settlement or Sale of the Public Lands in any part of Manitoba or the North-West.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, *Secretary of State.*
7th January, 1881.

REGULATIONS RESPECTING THE DISPOSAL OF CERTAIN DOMINION LANDS FOR THE PURPOSES OF THE CANADIAN PACIFIC RAILWAY.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 9th July, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of disposing of the Dominion Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called Belt A;

"(2) A belt of fifteen miles on either side of the railway adjoining Belt A, to be called Belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining Belt B, to be called Belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining Belt C, to be called Belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining Belt D, to be called Belt E.

3. "The Dominion lands in Belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.

4. "The lands in Belt B shall be disposed of as follows: The even-numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads

on the even-numbered sections, to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves, also of the westerly halves of the westerly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty-acre homesteads, shall consist of the westerly halves of the easterly halves, also of the easterly halves of the westerly halves of such sections, and shall be sold at the rate of $2.50 (two dollars and fifty cents) per acre. Railway lands proper, being the odd-numbered sections within the belt, will be held for sale at five dollars per acre.

5. "The even-numbered sections in Belt C will be set apart for homesteads and pre-emptions of eighty acres each, in manner as above described; the price of pre-emptions similarly to be $2.50 (two dollars and fifty cents) per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in Belt B, except that the price shall be $3.50 (three dollars and fifty cents) per acre.

6. "The even-numbered sections in Belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of Belts B and C, but the price of pre-emption shall be at the rate of $2 (two dollars) per acre. Railway lands to consist, as in the Belts B and C, of the odd-numbered sections, and the price thereof to be at the uniform rate of $2 (two dollars) per acre.

7. "In the Belt E, the description and area of homesteads and pre-emptions, and railway lands respectively, to be as above, and the prices of both pre-emption and railway lands to be at the uniform rate of $1 (one dollar) per acre.

8. "The terms of sale of pre-emptions throughout the several Belts, B, C, D and E shall be as follows, viz.: Four-tenths of the purchase money, together with interest on the latter, at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry: the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

9. "The terms of sale of railway lands to be uniformly as follows, viz.: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments, either for pre-emptions or for railway lands proper, shall be in cash, and not in scrip or bounty warrants.

10. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz.:—

a. In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.

b. Where the railway crosses pre-emptions or railway lands proper, the owner shall only be entitled to claim payment for the land required for right of way at the same rate per acre as he may have paid the Government for the same.

11. "The above regulations shall come into force on and after the first day of August next, up to which time the provisions of the Dominion Lands Act shall continue to operate over the lands included in the several belts mentioned, excepting as relates to the Belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.

12. "Claims to Dominion lands arising from settlement, after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in

accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.

14. "The above regulations it will, of course, be understood will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson Bay Company's lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of the said agents for general distribution."

By order of the Minister of the Interior,

J. S. DENNIS,
Deputy of the Minister of the Interior.

LINDSAY RUSSELL, *Surveyor-General.*

REGULATIONS RESPECTING THE DISPOSAL OF CERTAIN PUBLIC LANDS FOR THE PURPOSES OF THE CANADIAN PACIFIC RAILWAY.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 14th October, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th of July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each said of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly, to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called Belt A;

"(2) A belt of fifteen miles on either side of the railway, adjoining Belt A, to be called Belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining Belt B, to be called Belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining Belt C, to be called Belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining Belt D, to be called Belt E.

3. "The even-numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz:—In Belt A, $5 (five dollars) per acre; in Belt B, $4 (four dollars) per acre; in Belt C, $3 (three dollars) per acre; in Belt D, $2 (two dollars) per acre; in Belt E, $1 (one dollar) per acre; and the terms of sale of such lands shall be as

follows, viz: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively as follows:—In the Belts A, B and C, at $2.50 (two dollars and fifty cents) per acre; in Belt D, at $2 (two dollars) per acre; and in Belt E, at $1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several belts, shall be in cash, and not in scrip or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Lands shall inure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order in Council of the 9th November, 1877, relating to the settlement of the lands in Manitoba which had been previously withdrawn for railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order in Council shall be dealt with under these provisions, as to price of pre-emptions, according to the belt in which such lands may be situate. Where a person may have taken up two quarter-sections under the said Order in Council, he may retain the quarter-section upon which he has settled, as a homestead, and the other quarter-section as a pre-emption, under these provisions, irrespective of whether such homestead and pre emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order in Council, will be credited to him on account of his pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order in Council mentioned will be allowed to retain the same as a homestead, and will be permitted to enter a second quarter-section as a pre-emption, the money paid on account of the land previously entered to be credited to him on account of such pre-emption.

11. "All entries of lands shall be subject to the following provisions, respecting the right of way of the Canadian Pacific Railway, or of any Government colonization railway connected therewith, viz.:—

a. "In the case of the railway crossing land entered as a homestead, the right of way thereon, and also any land which may be required for station purpose, shall be free to the Government.

b. "Where the railway crosses pre-emptions or railway lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c. "In case, on the final location of the railway through lands unsurveyed, or surveyed but not entered for at the time, a person is found in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public Lands arising from settlement after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced

within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situate, subject to the operation of sub-section *c* of section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operation of sub-section *c* of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under Section 52, of the 'Dominion Lands Act, 1879,' to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within the territory covered by such licenses, shall, for the time being, be subject to the operation of such licenses.

15. "The above provisions, it will, of course, be understood, will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson Bay Company's lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories.

By order of the Minister of the Interior,

J. S. DENNIS,
Deputy of the Minister of the Interior.

LINDSAY RUSSELL, *Surveyor-General.*

PUBLIC NOTICE

Is hereby given, that all applicants to purchase Railway Lands in the Townships surveyed last year, whether such applicants have settled on the land or otherwise, will be required to pay for the same, according to the price of such lands at the time they are placed in the hands of the Agent for disposal. And whereas, it is understood that squatting is being carried on to a great extent on unsurveyed lands, the public is hereby notified that on the survey of a township which may be situated within the limits of a railway belt, the Government shall not be bound to protect any person who may have squatted on land therein in his possession of the same, whether such land may prove to form a part of an odd or of an even numbered section.

The provisions of this notice take place from the 1st day of May, 1880.

J. S. DENNIS,
Deputy of the Minister of the Interior.

LINDSAY RUSSELL, *Surveyor-General.*
OTTAWA, 1st May, 1880.

RETURN

(21*b*)

To an Address of the House of Commons, dated 16th December, 1880. For Copies of all Orders in Council and Correspondonce touching the Sale of Large Blocks of Land in the North-West to Mr. Brassey, or to any other individual, with a description of any such grant.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, *Secretary of State.*

Ottawa, 7th January, 1881.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

RETURN

(21*c*)

To an ORDER of the HOUSE OF COMMONS, dated 13th December, 1880:—For a Statement of the Total Number of Acres of Land sold and taken up as Homesteads and Pre-emption Rights from the acquisition of the North-West up to the 31st October last; the Total Amount Received in Money therefrom and the amount which should thereafter be Received, and that such statements should distinguish Receipts year by year.

By Command,

JOHN O'CONNOR

Department of the Secretary of State, *Secretary of State.*

11th January, 1881.

RETURN to an Order of the House of Commons, dated 13th December, 1880, for Statement of the Total Number of Acres sold and taken up from the acquisition of the North-West Territories, &c., to the 31st October, 1880.

Year.	Homesteads.	Pre-emptions.	Sales, Scrip and Cash.	Totals.	Homestead Fees.	Pre-emption Fees.	Sales.		Totals of Receipts.	Amounts hereafter to be received.
							Scrip.	Cash.		
	Acres.	Acres.	Acres.	Acres.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872	40,000·00	1,600·00	15,200·00	56,800·00	2,500 00			15,200 00	17,700 00	
1873	136,640·00	2,400 00	16,620 00	155,660·00	8,540 00			16,620 00	25,160 00	
1874	215,520·00	101,461·00	17,713 70	334,694·70	13,470 00			17,713 70	31,183 70	
1875	84,480·00	67,314·00	4,908·31	156,702·31	5,280 00			4,908 31	10,188 31	
1876	52,960·00	40,406·00	39,552·59	132,928·59	3,310 00		36,742 79	2,819 80	6,129 80	
1877	145,280 00	107,715·00	170,989·69	423,984·69	9,080 00		169,566 99	1,422 70	10,502 70	
1878	308,640·00	275,240·00	125,380·92	709,260·92	19,290 00		120,429 86	4,951 06	24,241 06	
1879	555,296·00	270,178·00	271,343·00	1,096,817·00	34,706 00	5,340 00	214,920 13	14,351 15	54,397 15	57,848 20
Oct. 31, 1880	280,640·00	140,790·00	260,797·00	682,227·00	17,540 00	7,568 00	31,010 57	47,166 78	72,274 78	298,913 03
Totals	1,819,456·00	1,007,104 00	922,515·21	3,749,075·21	113,716 00	12,908 00	570,670 34	125,153 50	251,777 50	356,761 23

LINDSAY RUSSELL,
Surveyor-General.

Department of the Interior, Dominion Lands Office,
Ottawa, 7th January, 1881.

RETURN

(21*d*)

To an ADDRESS OF THE HOUSE OF COMMONS, dated 16th December, 1880 ;—

For a Copy of any Order in Council granting Tracts of Land in the North-West to any Railway Company other than the Manitoba South Western Colonization Company, together with the Application for such Grants, and all Correspondence and Orders in Council connected therewith, and a Statement of the Lands selected thereunder ; also for a Copy of any Order in Council as to the Route or Termini of any such Railways, and of any Correspondence in connection therewith.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
7th February, 1881.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

RETURN

(21*e*)

To an ADDRESS OF THE HOUSE OF COMMONS, dated 16th December, 1880 ;—

For a Copy of the Order in Council granting about 1,328,000 Acres of Land in the North-West to the Manitoba South-Western Colonization Railway Company, together with the Application for such Grant and all Correspondence and Orders in Council connected therewith, and a Statement of the Lands selected thereunder ; also for copy of any Order in Council as to the Route or Terminus of the Railway, and of any Correspondence in connection therewith.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
7th February, 1881.

OTTAWA, 24th January, 1881.

SIR,—I have the honor to transmit, herewith, in compliance with an Address from the House of Commons, a copy of the Order in Council granting about 1,328,000 acres of land in the North-West to the Manitoba South-Western Colonization Railway Company, together with the application for such grant and all correspondence

and Orders in Council connected therewith, and a statement of the lands selected thereunder; also copy of all Orders in Council as to the route or terminus of the railway; and all correspondence in connection therewith, so far as is on record in this Department.

I have the honor to be, Sir, your obedient servant,
J. S. DENNIS, *Deputy Minister of Interior.*

Under-Secretary of State, Ottawa.

OTTAWA, 1st December, 1879.

SIR,—I have been requested by the Board of Directors of the Manitoba South-Western Colonization Railway Company to make application on their behalf for such assistance in the way of a money or land grant as may be given in accordance with the policy of the Government towards such feeders of the Canadian Pacific Railroad.

I am instructed to say that it is the intention of the Railway Company to proceed vigorously with their line, and, as they scarcely hope for a grant of land within the present railway belt, they ask to be allowed to purchase, through such portions of the railway belt as their line may be located, a belt of six miles wide on each side of their line, at the rate of one dollar per acre. They believe that if, by running their line through such lands as are vacant, they enhance the value of the lands, that they should be put in a position to derive such advantages as may be had from that fact, and that if the one dollar per acre is paid they should be allowed to purchase the belt in question.

I have the honor to be, Sir, your humble servant,
JOHN SCHULTZ.

Right Hon. the Minister of the Interior.

OTTAWA, 26th January, 1880.

SIR,—I have been instructed by the Board of Directors of the Manitoba South-Western Colonization Railway Company to purchase for them thirty thousand acres of land in such portions of Belt E. as their line is likely to pass through. I find on enquiry that all of such land between the principal meridian and the fourteenth township west has already been purchased, and that any selection made by me must be in some of the townships west of the fourteenth in Belt E., which have been blocked and sub-divided during the past summer. In view of this fact I respectfully beg to be allowed to deposit the money in question with the Department, with a view to making the selection of the lands so soon as the surveyors' returns are received by the Department. I may explain that the object of the company in purchasing these lands along their line is to take advantage of the enhancement of value caused by the building of their railroad, and as a means of aiding them in providing the means for the construction of their line.

I have the honor to be, Sir, your humble servant,
JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,
OTTAWA, 21st February, 1880.

MEMORANDUM—In submitting the letter beneath of the Hon. Dr. Schultz, dated the 26th ult., in which he asks to be allowed to deposit money in advance, with the view to obtaining a selection of lands in townships surveyed this season, but of which the plans and field notes have not yet been received at this office, the undersigned begs for instructions as to his reply, as the case is one of a transaction of more than

routine magnitude, and also in view of the fact that similar previous applications from private individuals have been answered in the negative.

Respectfully submitted,
A. RUSSELL,
For Surveyor-General.

Lieut.-Col. J. S. DENNIS, Deputy Minister of the Interior.

OTTAWA, 19th February, 1880.

SIR,—I have the honor, on behalf of the Manitoba South-Western Colonization Railway, to make application for the purchase of a quantity of land in Belt E, through which their line is likely to pass.

In view of the fact that all of the surveyed portion in Belt E, on the southern side of the Province, has been taken up, the railway company desire to purchase in the two ranges of townships west of the existing surveys and in townships the survey returns of which are now being made to your Department.

The company desire to deposite the money, $3,000, now, and make the selections as the surveyors' returns come in.

I have the honor to be, Sir, your humble servant,
JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

OTTAWA, Monday.

MY DEAR SIR JOHN,—As it is now some time since you promised that the matter of the proposed purchase of land by the Manitoba South-Western Colonization Railroad should be decided upon, you will excuse me reminding you of the reasons I then urged for the matter being disposed of soon. I believe that you are likely to receive many such applications made with speculative intent, and that the sooner the line is drawn by Order in Council, or otherwise, between lands held by private parties for a speculative purpose, and these held by a railway which developes a rich part of the country the better.

Let me again urge you to let me know as early as you can what view those whose duty it is to report upon the matter take of it, and what is likely to be done by you in the matter.

Regretting to have occasion to trouble you, when I know you to be very much pressed.

Very faithfully yours,
JOHN SCHULTZ.

Right Hon. Sir JOHN A. MACDONALD, K.C.B., Stadacona Hall.

OTTAWA, 28th April, 1880.

SIR,—Referring to the various communications addressed by me on behalf of the Manitoba South-Western Colonization Railway, in regard to the purchase of lands along their line, I beg to ask on behalf of the said company for permission to purchase twenty-five hundred (2,500), or if possible three thousand (3,000), acres per mile along the line of their extension of charter obtained this season.

They are prepared, as soon as you are pleased to indicate the quantity of land per mile you are willing to allow the purchase of, to indicate the exact location of this extension line and its branches.

I have the honor to be, Sir, your humble servant,
JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

MANITOBA, SOUTH-WESTERN COLONIZATION RAILWAY,
WINNIPEG, 25th May, 1880.

DEAR SIR,—Mr. Murdoch, one of the Board of Directors of the Manitoba, South-Western Colonization Railway Company, desires me to write and request you to kindly return to me the map which he left with you showing the line of proposed road through the Province.

I have the honor to be your obedient servant,
DAVID YOUNG, *Secy.-Treas.*

To Col. DENNIS, Deputy Minister of the Interior, Ottawa, Ont.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 23rd June, 1880.

DEAR DR. SCHULTZ,—In referring to the terms upon which the Manitoba, S.-W. C. Railway Company will be allowed to purchase railway lands along its line, Sir John has requested me to inclose you a copy of a letter written to Mr. Wm. Bannerman, M.P., as representing the Souris River and Rocky Mountains Railway Company fixing the acreage and price which the said company are to pay for lands along the latter line mentioned, also the conditions connected with the sale of such lands, and to say to you that your company will be treated similarly, the understanding being that your company shall build 50 miles before the end of next year, and further that the sale of lands in your case shall be held to commence at the western boundary of Manitoba.

Sir John desires me to say that if so disposed, you may communicate these terms to your agent in England forthwith.

Believe me, &c., &c.,
J. S. DENNIS.

The Hon. Dr. SCHULTZ, Winnipeg, Man.

OTTAWA, 23rd June, 1880.

SIR,—The Minister of the Interior, has had under his consideration the subject of your application, on behalf of the Souris and Rocky Mountains Railway Company, recently chartered, to purchase a quantity of railway lands in the vicinity of the proposed line, at $1 per acre, as a means of aiding the Company in promoting the construction of the railway.

The Minister now directs me to write you in the following terms:—that is to say:

1. That the gauge, grades, plans, and location of your road must be submitted for the approval of the Government.

2. That upon the Government being satisfied that your company will build the railway, the company may purchase all the railway lands, for six miles on each side of the line, for a distance of fifty miles along the line, at the rate of $1 per acre for such lands.

3. The quantity of land which the company would be permitted to purchase, as above per mile, is 3,840 acres.

4. The company to pay in cash for such land at the time of purchase.

5. The company to reimburse the Government the cost of survey of the lands purchased by it, the acreage rate to be obtained by averaging the cost of survey of the several townships on each side of the line of railway for each 50 miles independently.

6. The company to build such fifty miles of its road within one year after the Canadian Pacific Railway shall have been completed to the proposed point of junction of the company's line with the said railway.

7. On completion of the 50 miles, in accordance with the next preceding paragraph, the company to be allowed to purchase the railway lands within the said belt of 6 miles, for a second stretch of 50 miles along the line.

8. So long as the company fulfils the condition of completing 50 miles of its road each year, the annual purchase of railway lands in the 6 mile belt, the same being successively in advance of construction as set forth above, may be claimed by the company.

9. It is understood that the purchase of railway lands along the first 50 miles will commence at the outer limit of the 5 mile belt along the Canadian Pacific Railway, that is to say, the company will not be allowed to purchase any railway lands in the present $5 belt along the said railway at $1 per acre.

10. In the event of the company not building a given 50 miles in any one year, the Government to have the right to cancel this agreement, so far as relates to the portion of such 50 miles not completed, and to assume entire control of the lands, returning to the company the value of such lands, at the rate of $1 per acre.

11. It is to be further understood, that in the event of the Government being unable, in consequence of the same having been squatted upon or for any other valid reason of which the Minister of Interior shall be the judge, to sell to the company any certain section or sections of railway lands within the 6 mile belt, the company shall be entitled to purchase lands to the same extent in the same range of sections adjoining, but outside of the said 6 mile belt.

12. The company shall organize immediately, and upon such organization shall forthwith notify the Minister of the Interior of the acceptance of the terms above proposed; failing such notification duly given as above, the company shall be held to have forfeited any and all privileges proposed hereby to be conferred.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS,

Deputy Minister of the Interior.

Wm. Bannerman, Esq., M.P., Renfrew, Ont.

Copy *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th July*, 1880.

On a memorandum dated 23rd June, 1880, from the Deputy Minister of the Interior, on the applications on behalf of the Souris and Rocky Mountains Railway Company, the South Saskatchewan Valley Railway Company and the Manitoba South-Western Colonization Railway Company, recently chartered, to purchase a quantity of railway lands in the vicinity of the proposed lines of the companies at $1 per acre, as a means of assisting to promote the construction of the Railways.

The Honorables the Ministers of the Interior and Railways and Canals to whom this subject of sale or disposition of lands in the North-West in aid of Colonization Railways has been referred, beg leave to report that they concur in the recommendations of the Deputy Minister of the Interior, and submit the same for the favorable consideration of Council.

The Committee concur in the foregoing recommendation and submit the same to Your Excellency's approval.

Certified, J. O. COTÉ, *C.P.C.*

Hon. Minister of the Interior.

Department of the Interior, Ottawa, 23rd June, 1880.

(*Memorandum.*)

The undersigned has the honor to report to the Minister on the application which has been made on behalf of the Souris and Rocky Mountains Railway Company, recently chartered, to purchase a quantity of railway lands in the vicinity of

the proposed line of the company, at $1 per acre, as a means of assisting to promote the construction of the railway.

The undersigned has given much consideration to the subject of affording direct encouragement to companies willing to undertake the construction of second class or colonization railways throughout the North-West Territories, by making a sale of lands along the line of such railway at such a price as would afford a fair margin of profit to the company upon the sale of such lands by it, the building of the railway being assured; and he is of opinion, as regards the application in question, that the terms hereinafter suggested are such as will commend themselves as being in the public interest.

Further, he is given to understand by Mr. Wm. Bannerman, M.P., acting on behalf of the railway company mentioned, that the same will be acceptable to the company. The undersigned respectfully recommends the following to the favorable consideration of the Minister, that is to say:—

1. That the gauge, grades, plans, and location of said road shall be submitted for the approval of the Government.

2. That upon the Government being satisfied that said Company will build the railway, the company may purchase all the railway lands for six miles on each side of their line for a distance of fifty miles along the line, at a rate of $1 per acre for such lands.

3. The quantity of land which the company will be permitted to purchase as above per mile to be 3,840 acres.

4. The company to pay in cash for such lands at the time of purchase.

5. The company to reimburse the Government the cost of survey of the lands purchased by it, the average rate to be obtained by averaging the cost of survey of the several townships on each side of the line of railway for each fifty miles independently.

6. The company to build such fifty miles of its road within one year after the Canadian Pacific Railway shall have been completed to the proposed point of junction of the company's line with the said railway.

7. On completion of the fifty miles in accordance with the next preceding paragraph, the company to be allowed to purchase the railway lands within the said belt of six miles, for a second stretch of fifty miles along the line.

8. So long as the company fulfils the condition of completing 50 miles of its road each year, the annual purchase of railway lands in the 6 mile belt, the same being successively in advance of construction as set forth above may be claimed by the company.

9. It is understood that the purchase of railway lands along the first 50 miles will commence at the outer limit of the 5 mile belt along the Canadian Pacific Railway, that is to say, the company will not be allowed to purchase any railway lands in the present $5 belt along the said railway at $1.00 per acre.

10. In the event of the company not building a given 50 miles in any one year, the Government to have the right to cancel this agreement, so far as relates to the portion of such 50 miles not completed, and to assume entire control of the lands, returning to the company the value of such lands at the rate of $1.00 per acre.

11. It is to be further understood that in the event of the Government being unable in consequence of the same having been squatted upon or for any other valid reason—of which the Minister of the Interior shall be the judge—to sell to the company any certain section or sections of railway lands within the 6 mile belt, the company shall be entitled to purchase lands to the same extent in the same range of sections adjoining, but outside of the said 6 mile belt.

12. The company shall organize immediately, and upon such organization shall forthwith notify the Minister of the Interior of the acceptance of the terms above proposed, failing such notification being given as above, the company shall be held to have forfeited any and all privileges proposed hereby to be conferred.

13. The undersigned further recommends that the above provision be extended to the South Saskatchewan Valley Railway Company, also chartered during the recent Session of Parliament.

14. An application of a similar nature to that made on behalf of the Souris and Rocky Mountains Railway Company having been preferred by Dr. Schultz, M.P., as representing the Manitoba South-Western Colonization Railway Company, the undersigned recommends that the same be dealt with on the basis hereinbefore proposed, the only exception being:—

(A.) That the Manitoba South-Western Colonization Railway Company will be required to have 50 miles of its road in operation in the course of the year 1881; and

(B.) That the sale of lands along this company's line at $1.00 per acre shall commence from the westerly limit of the Province of Manitoba.

Respectfully submitted,
J. S. DENNIS, *Deputy Minister of the Interior.*

The undersigned, to whom this subject of sale or disposition of lands in the North-West in aid of Colonization Railways has been referred, beg leave to report that they concur in the memorandum of the Deputy Minister of the Interior, and submit the same for the favorable consideration of Council.

JOHN A. MACDONALD,
CHARLES TUPPER.

26th June, 1880.

The Right Hon. Sir JOHN A. MACDONALD, K.C.B.,
Minister of the Interior, Ottawa.

Cable.

MONTREAL TELEGRAPH COMPANY, OTTAWA, 8th July.

Has Order in Council *re* South-Western Railway land grant been passed? Please reply.

J. A. CODD.

Col. DENNIS, Deputy Minister of the Interior, Ottawa.

Answer.

Yes. Three thousand, eight hundred and forty acres per mile, at one dollar per acre, outside of Province.

J. S. DENNIS.

OTTAWA, 24th September, 1880.

SIR,—I am directed by the Board of the Manitoba South-Western Colonization Railway Company to make application for the purchase (at one dollar per acre) of all Government lands now for sale between Winnipeg and Rock Lake, for a distance of five miles on each side of their railroad line.

Having let a contract for the construction of this portion of their line, they are anxious to complete the purchase referred to at once.

I have the honor to be, Sir, your humble servant,
JOHN SCHULTZ.

Right Hon. the Minister of the Interior Ottawa.

OTTAWA, 24th September, 1880.

SIR,—Referring to the proposed purchase of railway lands from the Government by the Manitoba South-Western Colonization Railway, I have the honor to inform you that the company will very shortly be in a position to complete the same for a distance, say, of one hundred miles westerly of the Province of Manitoba.

We understand the Government to have agreed to sell to the company 3,840 acres per mile for the whole line, including the portion within the Province of Manitoba. The quantity of land, therefore, covered by the 100 miles will be 100×

3,840×2=768,000 acres. The company will be prepared to pay this amount very shortly, say by the close of the current year.

May I ask to be informed the position of the lands in question, and whether the Government are now in a position to carry out the sale to the company?

I have the honor to be, Sir, your humble servant,

JOHN SCHULTZ,

Right Hon. the Minister of the Interior, Ottawa. *For M. S. W. C. R. R. C.*

Telegram.

WINNIPEG, 6th October, 1880.

J. S. DENNIS, Deputy Minister of the Interior.

Map with location will be sent you at earliest possible moment.

DAVID YOUNG, *Secy.-Treasurer.*

Reply. OTTAWA, 6th October, 1880.

DAVID YOUNG, Winnipeg.

Important we should know at once probable time map will arrive.

J. S. DENNIS.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

WINNIPEG, 14th October, 1880.

DEAR SIR,—In reply to your telegram of 6th inst., I am directed by the Board to inform you that it is impossible at the present moment to give you the exact location of the line of the road within the Province, but that at the earliest possible moment it will be sent to you. I am further instructed to inform you that a map is fyled in the office of the Hon. Minister of Railways and Canals, showing two lines of road, either of which would receive the assent of the Government (under date of 13th August, 1880), and possibly such information as you require may be gathered therefrom.

The Board sincerely thank you for your attention in the matter, and if you cannot get the necessary information from the source mentioned, the actual location in any case will be pushed forward to completion.

The country north and south of Pembina Mountain is broken and crossed by many ravines which necessitate careful action in locating, thereby causing some delay.

Assuring you of the desire of the Board to meet your views at the earliest possible moment,

I remain your most obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

P.S.—Enclosed copy of letter from Department, dated 13th August, 1880.

J. S. DENNIS, Esq., Deputy Minister of Interior, Ottawa.

OFFICE OF THE MINISTER OF PUBLIC WORKS, CANADA,

OTTAWA, 13th August, 1880.

SIR,—Your letter of 13th instant, on behalf of the Manitoba and South-Western Colonization Railway Company, submitting a map of the Province of Manitoba showing the proposed location of your road from Winnipeg to Rock Lake is received.

By the terms of the Act of Parliament the Governor in Council cannot approve the location of your road on either line unless you comply with the provisions of the law, which, amongst other things, requires the absolute location with plans, books of

reference, description, &c., &c., and the deposit of the same at the places indicated after their approval by the Governor in Council.

I may, however, state that having mentioned this matter to several of my colleagues I am under the impression that the general direction of either of these lines would be acceptable to the Government.

I remain, Sir, your obedient servant,

HECTOR L. LANGEVIN,
Acting Minister of Railways and Canals.

JOHN SCHULTZ, M.P., Winnipeg, Manitoba.

Certified to be a true copy.

DAVID YOUNG, *Secretary-Treasurer.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 22nd October, 1880.

DEAR SIR,—I have to acknowledge the receipt of your letter of the 14th instant, accompanied by a letter from the Minister of Public Works, dated the 13th August last, on the subject of the location of the line of your railway. I regret that the location is as yet so indefinite.

Yours, &c.,
J. S. DENNIS, *Deputy Minister of Interior.*

DAVID YOUNG, Esq., Winnipeg, Manitoba.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,
WINNIPEG, 14th October, 1880.

SIR,—I am directed by the Board of Directors of the M. S. W. C. R.R. to request that you will send by return mail, copies of the parish maps of St. James, St. Charles and Headingly.

I enclose $4 which I am informed will cover the cost.

Soliciting your early attention to the above.

I have the honor to be, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

P. S.—Enclosure $4.

LINDSAY RUSSELL, Esq., Surveyor-General, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,
OTTAWA, 4th November, 1880.

SIR,—I am instructed by the Board of Directors of the Manitoba South-Western Colonization Railway Company, to inform yon, that they are now in a position to carry out successfully the rapid completion of their road, and as an evidence of their intention to do so, beg leave to refer you to the following:—

1st. Enclosed find a copy of the mortgage trust deed, between our company of the one part, and Right Hon. Baron Monck, K.C.M.G., Henry Cecil Raikes, Esq., M.P., Henry Rainsford, Esq., and Ernest Carpmeal, Esq., trustees for the bondholders of the other part.

2nd. A contract has been entered into for the construction of 119 miles of road from Winnipeg to a point at or near Rock Lake, and the contractor is now actively engaged carrying on the work, several miles having been already graded.

3rd. The company have built a passenger station and freight shed in the City of Winnipeg, which is at present used and occupied by the Canadian Pacific Railway.

4th. The railway and traffic bridge, now being built across the Red River, is rapidly approaching completion.

5th. The surveys and right of way, are both being rapidly pushed forward.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

Minister of the Interior, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,
OTTAWA, 4th November, 1880.

SIR,—Referring to the verbal assurance made to Maddison & Co., of London' England, and to members of the Board of the Manitoba South-Western Colonization Railway Company here, to the effect that the company will be allowed to purchase from Government lands west of the Province of Manitoba, 3,840 acres per mile, for that portion of their road constructed within the Province. I am instructed to inform you, that the contract for construction within the Province covers 119 miles, and to request you to indicate whether it is the intention of the Government to place the *belt* to be thus purchased, immediately adjacent to the 3,840 acres per mile, adjacent to the line, and whether this double belt is to commence at the western limit of the Province.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

Minister of the Interior, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,
OTTAWA, 5th November, 1880.

SIR,—Referring to a communication of Dr. Schultz, M.P., on behalf of the Directors of the Manitoba South-Western Colonization Railway Company, dated 24th September last, in which you were informed among other things "that the Company will be very shortly in a position to complete the purchase of railway lands for a distance of say 100 miles west of the Province of Manitoba." I am now directed by the Board to state that they are prepared to purchase such land, in accordance with the conditions expressed in a letter bearing date 23rd June, 1880, being 3,840 acres per mile for a distance of 50 miles westward from the boundary line of the Province, and to pay for the same at $1 per acre.

I have further to inform you that the gauge adopted by the company is 4 ft. 8½ inches in width, and the grades and curves shall not exceed those laid down for the 1st and 2nd hundred miles of the Canadian Pacific Railway west of Red River.

Herewith I enclose a map showing the general location of the line of railway from Winnipeg to Rock Lake.

I am further instructed to refer you to a communication of the company bearing date the 4th November, inst., for the information of your department as to the present financial condition of the company and their ability to construct the line.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

To Right Hon. Sir JOHN A. MACDONALD, K.C.B., &c., &c., Ottawa.

(*By Telegram from St. Paul, Min.*)

MONTREAL TELEGRAPH COMPANY, OTTAWA, 23rd Nov., 1880.

Kindly wire us, Winnipeg, whether copy of Order in Council was sent to Codd as agreed.

JOHN SCHULTZ,
DAVID YOUNG.

To Col. DENNIS Deputy Minister of the Interior.

MONTREAL TELEGRAPH COMPANY, 24th November, 1880.

Ministers of Railways and Interior having considered your message of yesterday I am directed to reply that Order in Council will pass on approval of location and grades —which should be submitted as soon as possible,—further that the original line east of Nelsonville, passing near Morris will be required by the Government.

J. S. DENNIS.

Hon. Dr. SCHULTZ, Winnipeg Manitoba.

(By Telegram from Winnipeg.)

MONTREAL TELEGRAPH COMPANY, OTTAWA, 28th November, 1880.

Location and grades will be forwarded in a few days. Scoble's report sent to my address—your care. Have you received it?

DAVID YOUNG, *Secretary.*

To J. S. DENNIS, Deputy Minister of the Interior.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY.

WINNIPEG, 27th November, 1880.

DEAR SIR,—The report of Mr. Scoble, which we promised to send you, went forward to my address, Queen's Hotel, Toronto, with instructions, if I were not there to be sent on to *your care*, Ottawa. I wired you to that effect to-day and if you have it, open it and please fyle, if *not* we will at once send you duplicate. I am happy to say that his report of the country indicates that the course west of the Provincial boundary, as laid down by you, is most desirable in every way.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

To Colonel DENNIS, Deputy Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 3rd December, 1880.

DEAR SIR,—The report of your engineer, to which reference was made in your letter of the 27th ult., and in your preceding telegram, has never reached me. I need hardly say that I will be glad to receive the plans of location, etc., as soon as possible.

In my message to Dr. Schultz, of the 24th ult., I explained that my Minister and the Minister of Railways and Canals, after consultation, decided to require that the road easterly of Nelsonville should follow, as nearly as possible, the line laid down on the map by Mr. Murdoch with the Surveyor-General here last spring; that is, running south-westerly from Winnipeg to the first principal meridian, in township 8, then south upon the meridian to about the middle of township 6, thence south-westerly to intersect the north-western angle of township 3, in the fourth range west; thence to Nelsonville, from which point the line recently selected by you would be followed.

I have, &c.,

J. S. DENNIS.

DAVID YOUNG, Esq., Winnipeg, Manitoba.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

WINNIPEG, 14th December, 1880.

DEAR SIR,—I beg leave to acknowledge the receipt of yours of 3rd December, touching the location of the line of the Manitoba South-Western Colonization Railway.

I send you by this mail a plan as prepared by Mr. Scoble of the location from the Pembina River to the first crossing of the Souris River, and I enclose you his report on the same, and also from that point to the Souris Coal Fields.

I am requested by the Board to state that they regret the delay in your receiving this report.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Sec.-Treas.*

J. S. DENNIS, Esq., Deputy Minister of the Interior, Ottawa.

To the President and Directors of the Manitoba South-Western Railway Company:

GENTLEMEN,—In accordance with instructions received from the secretary of your company, dated 5th October, that I should make an exploratory survey from the point reached by me last September and extending westward to 'La Roche Percée,' in the vicinity of the coal mines upon the Souris River, I have the honor to report that I left Winnipeg on the 10th October, and proceeded *viâ* Emerson to the crossing of the Cypress River (Clear-water), taking up the line of road from that point. (Sections 28, 21, Township 2, Range 12 West.)

It will doubtless be within your recollection that I advised running in and out of two coulées at the Cypress River crossing, and that the coulée on the west side of the river tended slightly to the southward. Following the course of the coulée, we reach the terreplein, about one and a-half miles from the valley, and emerge in a slightly broken rolling country, but which is intersected by a low level through which the line can be carried until it reaches Section 24, Township 2, Range 13 West, where a ravine known as Atkins' Ravine intervenes. As this ravine runs to the foot of a line of sand hills or ridges (apparently an old lake ridge) which extends the whole length of Rock Lake, it will be necessary to cross the head of the ravine by a trestle-work, which would be approximately 80 to 100 feet long. From this point the land is fairly level until a deep ravine is reached in Section 32, Township 2, Range 13 West, which cuts diagonally across the plateau to the base of the sand hills.

This ravine must also be crossed by a trestle, approximately 200 feet in length and about 60 feet in depth at the centre. From thence to within one and a-half miles of the Badger Creek, the country is perfectly level and presents no obstacle to railroad work. From this point the land is more broken, and is intersected with clumps of scrub and groves of small poplar. At the ravine formed by Badger Creek a very considerable trestle will be required, as there is no opportunity for running in and out of the valley, as in the case of the 1st Pembina and Cypress crossings. The banks of the ravine are high and abrupt, and the width is nearly three-quarters of a mile at the point selected for crossing. There is plenty of suitable timber available for the trestle-work within a reasonable distance. After crossing the Badger, the country is slightly broken and scrubby for about a mile, when it emerges upon a beautiful level prairie, which extends to the north-west as far as the ravine at the foot of Pelican Lake. In order to avoid the ravines which cut into this prairie, it will however be necessary to turn to the west from the Badger crossing in the 3rd tier of sections (Tp. 3, R. XV, W.) curving into the 4th tier of sections in Tp. 3, R. XVI W., in order to avoid the pond holes and broken ground in the southern part of the township. Thence the line runs through a slightly undulating country, intersected with small pond holes, until the crossing of a stream (which I believe to be the main source of the Pembina River) which intersects diagonally Tp. 3, R. XVII W. The crossing of this river is the most difficult that will occur in the whole line. The ravine is from 100 to 120 feet deep, the banks being quite precipitous in places, and the width cannot be less than a mile. It is impossible that by deflecting the line farther south a more favorable crossing might be found, but I preferred to run the risk of taking this crossing rather than enter the more broken country to the south.

After crossing this river there are no obstacles of any consequence. Township 3, Range XVIII W., is slightly rolling, and so is the last half of the same township in Range XIX, the land in both instances being more level at the north than the south end of the township. The west half of Township 3, Range XIX, is less rolling, and Township 3, Range XX, is undulating, running to a fine, level prairie at its western side, where it slopes gradually to the level of Whitewater Lake in Township 3, Range XXI.

Whitewater Lake is a considerable body of water, occupying one-third of Township 3, Ranges XXI and XXII. On the south side of the lake, a fine, level strip of prairie from one and a-half to four miles in width stretches from the shore of the lake to the foot of what has evidently been the old lake ridge, which is at an elevation of about 80 feet, and considerably cut up by ravines. The course of the line, therefore, follows the lake shore on the south side to its western end, where it enters a wide hay marsh that loses itself in the prairie level in Township 3, Range XXIII.

From this point through Ranges XXIV, XXV and XXVI the line passes through an unbroken prairie intersected with dry pond holes, and sufficiently level to admit of an air line.

Before reaching the Souris, in Townships 2 and 3, Range XXVII, a dry coulée must be crossed, which varies from one to three miles in width, and from 60 to 100 feet in depth. This had evidently at one time been the bed of the river, which has been diverged to its present channel by some convulsion of nature, and now follows an almost parallel course for some 10 miles. The valley of the river and this coulée unite at the junction of Townships 3 and 4 and Ranges XXVII and XXVIII, and again in the third tier of sections in Township 2, same Ranges. In order to avoid this coulée, therefore, I should counsel that the road should deflect to the north or south, so as to make one crossing instead of two, which would occur if the line were carried due west. The country is equally favorable (for road purposes) to the north and south, but I give the preference to the northern route, as the land is of better quality, and as in the farther extension of the line to the west it would be possible to avoid crossing the South and North Antler Creeks, and of again crossing the Souris itself.

The northern crossing of the Souris above referred to would offer about the same obstacle as that of the first crossing of the Pembina. The united valleys of the dry coulée and the river are about four miles in width, and afford an excellent chance of running in and out by means of coulées. That on the east side is a very easy grade, while that on the west is more abrupt, though practicable.

If this crossing is chosen, the line could run almost due west to the elbow of the Souris, about 10 miles to the west of 102°, and could then turn south-westerly to the "Roche Percée" or other objective point for the road. I am aware that this was not the course indicated to me for the line of road, but as it traverses a better country, offers less obstacles to overcome, and avoids the crossing of three streams, I venture to recommend its consideration by the Board.

It will be seen by the foregoing that I have carried the line nearly the width of one township to the north, from that which was indicated to me in my instructions from the Board. I have done so because I found that the route indicated was very much more broken, and passed through a very much less valuable country than the route I have selected. The northern half of Township 3 itself is better quality of land than the southern, and in most sections is surpassed by Township 4. I should, therefore, suggest that the lands to be selected by the company should be rather north than south of the railway line.

The general character of the land in Township 3, is as follows:—

Range XIII W., south side Rock Lake, good bottom land. North side Rock Lake, high rolling prairie, sandy loam towards northern end of township.

Range XIV W. Centre part of township fairly wooded in river valley and Badger Creek, some swamp at west end of Rock Lake, remainder rolling prairie, rather more level towards south side of township.

Range XV W. Centre of township very level prairie, broken by two or three deep ravines. South side township much broken by pond holes and swamps, north half, beyond Lakes Louise and Lorne, high scrubby land.

Range XVI W. South half full of pond holes and sandy knolls, north half more level, and better soil.

Range XVII W. Interected diagonally by Pembina River. Well wooded and watered. Best land on west side of river.

Range XVIII W. Very good township, rolling prairie. Few pond holes on south side.

Range XIX W.. South half broken by ravines. North half more level, some part of it intersected with pond holes. Found sandstone rock exposed in ravine (poor quality).

Range XX W. Undulating prairie, a good deal of hay land on west side near Whitewater Lake.

Ranges XXI and XXII W. Good bottom land near south side of lake. Ridges more sandy. Clay loam on north side, rolling prairie.

Range XXIII W. Clay and gravel soil, level prairie, more rolling to north. Hay land on west end Whitewater Lake.

Ranges XXIV, XXV and XXVI W. Gently undulating prairie, soil poor, intersected with dry swamp holes, water bad. General character of land better towards north.

Range XXVII W. Intersected by valleys of dry coulée and Souris River, much broken, some good land towards northern end, valley of river fairly well wooded with oak and some poplar.

Range XXVIII W. Level prairie, good land, more broken at northern end of township.

There will be no difficulty in obtaining suitable ballast upon the whole section of line from Rock Lake west, and the general character of the construction, with the exception of the Badger and Pembina (2nd) Crossings is of little difficulty. When the location of the line is made I feel convinced that an easy route can be found upon the lines indicated in the accompanying sketch plan. Further details can be furnished when required.

I have the honour to be, Sir, Your obedient servant,

THOS. C. SCOBLE.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,
WINNIPEG, 26th December, 1879.

SIR,—I am instructed by the above railway company to make application for a patent to them of the lands in the enclosed certified copy of deed from the trustees of Point Douglas Common to the company, more particularly described, known on the registered map of the City of Winnipeg as Victoria Park.

I also enclose abstract of title. The company require the said lands for station ground, &c., and have already erected a station thereon.

I have the honor to be, Sir, your obedient servant,

S. C. BIGGS, *Solicitor for the Company*.

To the Surveyor-General, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,
WINNIPEG, 31st December, 1879.

SIR,—I am instructed by the above named company to make application for patent for the following lands for railway purposes, namely, Blocks Nos. 21 and 22, immediately west of Victoria Park, and bounded by Robinson, Dufferin, Aikins and Sutherland streets, and also the further strip of land extending north-westerly from Aikins to McPhillips streets, and contained laterally between the extensions in a

north-westerly direction of the lines of Dufferin and Sutherland streets. Any further particulars will be furnished if required.

An immediate reply will oblige.

I have the honor to be, Sir, your obedient servant,

S. C. BIGGS, *Solicitor for the Company.*

Surveyor-General of Dominion Lands, Ottawa.

OTTAWA, 13th August, 1880.

SIR,—I have the honor, on behalf of the Manitoba South-Western Colonization Railway, to make application for a Patent for Victoria Park, in the Point Douglas reserve, and to enclose:

1. Resolution of the Board.
2. Deed from trustees to the company. Deed and abstract are fyled in the Department.
3. An abstract from Registry Office.
4. Copies of correspondence between the company's solicitor and your Department.

I beg to call the attention of the Department to the fact, that in accepting the offer of the Government to the Point Douglas Point Holders of acre per acre for their Point Holdings, it was understood and is set forth in the preliminary correspondence, that all deeds of the trustees made prior to the acceptance of the Government offer referred to, should be recognized by the Government and patents made to their holders, and that the deed from the trustees, herewith enclosed, was made and registered several months preceding such acceptance.

I have the honor to be, Sir, your humble servant,

JOHN SCHULTZ.

Right Hon. Minister of the Interior, Ottawa.

WINNIPEG, Manitoba, 26th July, 1880.

COPY of Resolution passed by the Board of Directors of the Manitoba South-Western Colonization Railway Company held the 26th day of July, 1880.

"Moved by W. H. Lyon, seconded by W. Murdoch, that Dr. John Schultz and William Bannerman be requested to procure from the Dominion Government a Patent for the station grounds of the Company, and also ascertain on what terms the Dominion Government would set aside for railway purposes of the Manitoba South-Western Colonization Railway, a block of land equal in width to the present station grounds, running in a north-westerly direction to the city limits."—Carried.

A true copy. DAVID YOUNG.

(L.S.)

OTTAWA, 27th September, 1880.

SIR,—On behalf of the Manitoba South-Western Colonization Railway Company, I have to request that you will at the earliest possible moment act on their application for a Patent for Victoria Park, Winnipeg, deeded to them last year, by the Point Douglas Trustees.

The Company are now engaged in closing their financial arrangements with a London Syndicate and find it necessary to furnish the proofs of the ownership of their property.

I have the honor to be, Sir, your humble servant,

JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

(*By Telegraph from Winnipeg, Man.*)

MONTREAL TELEGRAPH COMPANY, OTTAWA, 13th November, 1880.

South-Western Railway Company, require for railway yard, switches and land on Point Douglas Common, westerly between Sutherland street and Jarvis street, produced at least six thousand feet from Victoria Park to clear yard of Canadian Pacific Railway, either with view of Union station or exchange of land, doing away with any crossing of tracks by either line; by Mr. Schreiber's request extension of land asked for.

W. MURDOCH, *Chief Engineer of M. S. C. Railway.*

To J. S. DENNIS.

Telegram from Colonel Dennis, Deputy Minister of Interior, Ottawa, to William Murdoch, C.E., Winnipeg.

OTTAWA, 15th November, 1880.

Message not understood. Give particulars in writing and let Schreiber join. What is proposed to be done with land already agreed on with Schreiber for station grounds.

J. S. DENNIS, *Deputy Minister of Interior.*

MONTREAL TELEGRAPH COMPANY, 13th December, 1880.

Please send, without delay, plan shewing lands desired by you, for railway purposes, at Point Douglas. Have seen Schreiber, but we do not understand your recent message.

J. S. DENNIS.

To W. MURDOCH, C.E.. Winnipeg.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,
OTTAWA, 31st January, 1880.

SIR,—I have the honor, by the direction of the Minister of the Interior, to acknowledge the receipt of your letters dated the 26th and 31st December last, making application on behalf the Manitoba South-Western Colonization Railway, for the issue of letters patent for certain lands on Point Douglas Common, and enclosing a conveyance of part of the lands for which a patent is asked from John Sutherland and others, in support of your application.

In reply I am to inform you that the lands applied for are about to be patented to the trustees of the Point Douglas land owners. Any further application relating to the lands in question should be made to the trustees.

I have the honor to be, Sir, your obedient servant,
LINDSAY RUSSELL, *Surveyor-General.*

S. C. BIGGS, Esq., Solicitor, Winnipeg.

P.S.—Your papers are herewith returned to you.

RETURN

(21*f*)

To an ADDRESS of the HOUSE of COMMONS, dated 21st February, 1881;—

For Copies of any Order in Council, Correspondence or Papers not already brought down, touching any Sale of Land in the North-West to any Railway Company.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 7th March, 1881.

Secretary of State.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

RETURN

(21*g*)

To an ORDER of the HOUSE OF COMMONS, dated 2nd February, 1881;—

For a Return shewing the Amount appropriated each Year on Account of Dominion Lands, shewing the Sum expended in Surveys, the amount expended in Management, the Area Surveyed and the Area Surveyed which is still Unoccupied.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 7th March, 1880.

Secretary of State.

OTTAWA, 5th March, 1881.

SIR,—I have the honor to transmit, herewith, in compliance with an Order of the House of Commons, under date the 2nd February last, a return shewing the amount appropriated each year on account of Dominion Lands, shewing the sum expended in surveys, the amount expended in management, the area surveyed and the area surveyed which is still unoccupied, so far as is of record in this Department.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS,

Deputy Minister of the Interior.

The Under-Secretary of State, Ottawa.

DEPARTMENT OF THE INTERIOR—DOMINION LANDS BRANCH.

APPROPRIATIONS FOR THE YEARS 1871 TO 1880, INCLUSIVE.

Year ending June 30.	Authority.	Vote.	Supplementary.	Total.
		$ cts	$ cts.	$ cts.
1871	Act 34 Vict, Chap. 1, p. 8, Schedule A.	100,000 00	.....	100,000 00
1872	35 " 3, p. 10, " A.	70,000 00	.....	70,000 00
1873	35 " 3, p. 23, " B..	250,000 00	.....	250,000 00
1874	36 " 26, p. 70, " B.	250,000 00	.....	360,000 00
	37 " 1, p. 7, " A.	.....	110,000 00	
1875	37 " 1, p 24, " B..	100,000 00	.....	100,000 00
1876	38 " 3, p. 25, " B.	230,000 00	.....	230,000 00
1877	39 " 1, p. 20, " B..	60,000 00	.....	72,500 00
	40 " 1, p. 8, " A.	.....	12,500 00	
1878	40 " 1, p. 22, " B.	73,000 00	.....	85,500 00
	41 " 4, p. 13, " A.	.....	12,500 00	
1879	41 " 4, p. 28, " B..	94,400 00	.....	94,400 00
1880	42 " 1, p. 26, " B..	117,500 00	.....	147,009 01
	43 " 10, p. 29, " A.	.....	29,509 01	
		1,344,900 00	164,509 01	1,509,409 01

EXPENDITURE FOR THE YEARS 1871 TO 1880, INCLUSIVE.

Year ending June 30.	Surveys.	*Management.	Total.	Reference to Public Accounts.
	$ cts.	$ cts.	$ cts.	
1871	17,073 95	369 40	17,443 35	Year 1871, p. I., 300.
1872	116,468 10	1,495 76	117,963 86	1872, p. II, 358.
1873	227,597 28	7,758 91	235,356 19	1873, " 233.
1874	279,341 30	3,354 98	282,696 28	1874, " 158.
1875	168,514 02	16,704 90	185,218 92	1875, " 183
1876	165,580 80	47,260 47	212,841 27	1876, " 189.
1877	54,917 20	35,604 51	90,521 71	1877, " 180.
1878	43,288 76	44,339 76	87,628 52	1878, " 187
1879	49,512 31	42,260 98	91,773 29	1879, " 207.
1880	81,030 04	66,772 94	147,802 98	1880, " 211.
	1,203,323 76	265,922 61	1,469,246 37	

*This includes the publication of large editions of maps and pamphlets, advertisements and the pay of extra clerks and land timber agencies and their contingencies.

WILLIAM MILLS, *Accountant.*

LINDSAY RUSSELL, *Surveyor-General.*

OTTAWA, 3rd March, 1881.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE, OTTAWA, 3rd March, 1881.

Return of the area of land surveyed in Manitoba and the North-West Territories.

	Acres.
In the Settlement Belt Parishes.....	341,666
In the Townships in Manitoba.....	6,632,076
Total in Manitoba.....	6,973,742
In the North-West Territories.....	5,298,422
Total.....	12,272,164
Disposed of up to 31st October.....	5,490,741
Balance disposable.....	6,781,423

LINDSAY RUSSELL, *Surveyor-General.*

RETURN

(21*h*)

To an ORDER of the HOUSE OF COMMONS, dated 28th January, 1881;—For a Return of the Quantity of Lands actually surveyed,

1st. In Manitoba;

2nd. In the North-West Territory;

3rd. The cost of such Survey to 30th June last;

4th. The further cost of such Survey to the 1st November last;

5th. The number of Surveyors employed in such Surveys during the last season of operation;

6th. The average number of Lots surveyed by such Surveyors during the last three years for each year.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
7th March, 1881.

OTTAWA, 5th March, 1881.

SIR,—I have the honor to transmit, herewith, in compliance with an Order of the House of Commons under date the 28th January last, a return of the quantity of lands actually surveyed:—

1st. In Manitoba;

2nd. In the North-West Territory;

3rd. The cost of such survey to the 30th June last;

4th. The further cost of such survey to the 1st November last;

5th. The number of surveyors employed in such surveys during the last season of operation;

6th. The average number of lots surveyed by such surveyors during the last three years for each year, so far as is of record in this Department.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Deputy Minister of the Interior.*

Under Secretary of State, Ottawa.

No. 6.—Return of Surveys in Manitoba and the North-West Territory, in the Year 1879.

Surveyor.	Nature of the Survey.	Number of Miles Surveyed.	Number of Acres Surveyed.
Aldous, Montague	Standard meridian and base lines	264	
Beatty, Walter	Block outlines of townships	60	
do	Township sub-division		90,173·74
Caddy & Hewson	do do		94,214·33
Crawford, Wm	do do		95,422·38
Dean, Michael	do do		95,994·57
Doupe & Drummond	do do		94,918·57
Doupe & McFie	do do		18,686·04
Forrest, A. G.	Timber limits	19	
King, W. F.	Astronomical section of standard survey		
Klotz, Otto J	Township sub-division		93,821·35
Kirk, Joseph G	do do		95,910·54
McAree, John	do do		74,629·25
McArthur, J. J., jun.	do do		91,912·27
O'Hanly, J. L. P	Block outlines of townships	61	
Pearce, Wm.	do do	178	
do	Timber explorations	668	
Rainboth, G. C.	Timber limits	54	
Reid, J. L	Township sub-division		112,112·23
do	Townplot of Battleford	25	
Russell, A. L	Standard meridian and base lines	89	
Stewart, Geo. A.	Township sub-division		84,445·73
Thompson, Augustus C	do do		88,240·57
Webb, A. C	Second principal meridian	46	
	Totals	1,464	1,130,481·57

Average number of miles surveyed by each surveyor, 146·4.
Average number of quarter-section lots of 160 acres surveyed by each surveyor, 543.

Dominion Lands Office,
3rd March, 1881.

LINDSAY RUSSELL,
Surveyor-General.

No. 6.—Return of Surveys in Manitoba and the North-West Territory during the Year 1878.

Surveyor.	Nature of Survey.	Number of Miles Surveyed.	Number of Acres Surveyed.
Aldous, Montague	Prince Albert and St. Laurent		26,128·00
Chapman, C. F	Public highways in Manitoba	193·50	
Dennis, J. S., jr	Standard meridian and base lines	218·00	
Doupe, Jos	Re-survey of part of the parish of St. Agathe	42·00	
McPhillips, George	Parish of Lorette		18,509·00
Pearce, Wm.	Boundaries of Manitoba	145·00	
Rancher, R	Sub-division of three townships		69,387·79
Reid, J. L	do seven do		110,348·87
Russell, A. L	Standard meridian and base lines	140·00	
Sinclair, Duncan	Township sub-division (seven townships)		82,562·55
Stewart, E	Re-survey of township boundary	12 00	
	Totals	755·50	306,936·21

Average number of miles surveyed by each surveyor, 125.
Average number of quarter-section lots of 160 acres surveyed by each surveyor, 383.

Dominion Lands Office,
3rd March, 1881.

LINDSAY RUSSELL,
Surveyor-General.

No. 6.—Return of Surveys in Manitoba and the North-West Territory during the Year 1877.

Surveyor.	Nature of Survey.	Number of Miles Surveyed.	Number of Acres Surveyed.
Bray, E.	Highway in Manitoba	136·00	
Beatty, W.	Gimli Road	60·85	
do	Township sub-division		20,376·50
Doupe, J.	do		23,929·04
do	Township outlines	33·87	
Kennedy, L.	do sub-division		71,868·76
McPhillips, George, jr.	do do		24,009 77
do sen.	do do		19,834·08
Pearce, W.	Outer two miles of St. Clements, &c.	108 00	
Stewart, E.	Township sub-division		71,673·38
	Totals	338·72	231,691·53

Average number of miles surveyed by each surveyor, 84·68.
Average number of quarter-section lots of 160 acres surveyed by each surveyor, 241.

Dominion Lands Office,
3rd March, 1881.

LINDSAY RUSSELL,
Surveyor-General.

Department of the Interior, Dominion Lands Office,
Ottawa, 3rd March, 1881.

No. 5—Return of Surveyors employed in the Manitoba and the North-West Territory during last season's operations:—

Standard Block Outlines.

Bray, Edgar,
Deville, E.,
Hart, Milner,
McLatchie, J.,
Ogilvie, Wm.,
O'Hanly, J. L. P.,
Pearce. Wm.,
Russell, A. L.,
Thompson, W. F.,
Webb, A. C.,
King, W. F.

Township Outlines.

Drummond, Thomas,
Klotz, Otto J.,
Miles, C. F.,
Rainboth, G. C.,
Riley, G. U.

Township Subdivision Contract Surveys.

Abrey, G. B.,
Armstrong, F. W.,
Beatty, W. & D.,
Bemister, G. B.,
Bolger, Frank,
Brabazon, S. L.,
Breen, Thomas,
Caddy & Hewson,
Caddy, Edward,
Carbert, J. A.,
Lippé, A. W.,
Lendrum, R. W.,
Morris, John,
McArthur, James, sen.,
McArthur, J. J., jun.,
McNab Archibald,
McPhillips, George,
McPhillips, R. C.,
O'Keefe, D. C.,
Reid, J. L.,

Clementi, T. B.,
Cotton & McAree,
Evans & Bolger,
Garden, G. F.,
Hermon, R. W.,
Jephson, R. J.,
Lett, C. A.,
Reiffenstein, J. H.,
Snow, J. A.,
Sinclair, Duncan,
Staunton & Jones,
Stewart, John,
Unwin, Charles,
Wagner, William.

LINDSAY RUSSELL,
Surveyor General.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,
OTTAWA, 3rd March, 1881.

Return of the quantity of lands actually surveyed in Manitoba and the North West Territory.

		Acres.
No. 1.	In Manitoba—	
	In the settlement belt parishes.....	341,666
	In the townships.....	6,632,076
	Total in Manitoba.....	6,973,742
No. 2.	In the North-West Territory.....	5,298,422
	Grand total.....	12,272,164

Standard base and meridian lines, &c., 10,492 miles.

No. 3.	Cost of survey, to 30th June, 1880.....	$1,203,323 76
No. 4.	Further cost, to 1st November, 1880.....	98,823 80
No. 5.	Number of Surveyors employed (see list herewith.)	
No. 6.	Surveys during the last three years do	

LINDSAY RUSSELL,
Surveyor-General.

RETURN

(21*i*)

To an ORDER of the HOUSE OF COMMONS, dated 22nd December, 1880;—

For Copies of Statistics and other Information on which were based the Plans and Prices adopted in 1879, for the Sales of Railway Lands and Pre-emptions, and now in force.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
10th February, 1881.

(In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(21*j*)

To an ORDER of the HOUSE OF COMMONS, dated 9th February, 1881;—

For copies of all Correspondence in reference to the Claims of Persons whose Lands have been expropriated for the Selkirk Crossing the Canadian Pacific Railway.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
14th March, 1881.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

RETURN

(21*k*)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th December, 1880;—

For Copies of all Orders in Council, and of all Correspondence with the Government of British Columbia, or with the Canadian Agent for British Columbia, touching the Lands appropriated or to be appropriated for the Construction of the Pacific Railway in that Province.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
17th March, 1881.

Synopsis re. *Lands appropriated in British Columbia for C.P.R. construction.*

June 31, 1873. O. in Council, 5270. Fixing terminus at Esquimalt, locating line and authorizing application to Government of B.C. for necessary lands.

May 29. From S. Fleming, 8221. *re.* operations for reason and suggestions as to reservation of land.

Sept. 22 and Oct. 14. From Hon. J. Trutch, 5531. Forwarding Min. of Ex. Council B.C., 20th September, respecting the reservation of lands.

March 25, 1875. O. in Council, 8413. To notify Govt. of B.C., it is necessary during present Session to pass an Act to appropriate and set apart lands along the line of railway from Esquimalt to Nanaimo.

June 9 and 14, 1876. O. in Council, 11700. To obtain from Govt of B.C. a conveyance of land 20 miles in width on each side of line surveyed and located in the Province.

July 20. To Hon. A. Richards, 6776. Confirming telegram to reserve lands at Bute Inlet and Salmon River.

June 1, 1877. Order in Council, 13684. Authorizing line recommended by Mr. Fleming.

November 9. From Governor, B.C. Transmitting Min. of Ex. Council.
November 8. From Report of Ex. Council, B.C. The year having elapsed desirable that the Provl. Govt. B.C. should be informed of the result of the year's surveys, and that assurance should be given that the actual construction will be begun and prosecuted.
November 26. To Lieut.-Governor, B.C. Ackg. receipt of his despatch of the 9th.
December 29. To Lieut.-Governor, B.C. Trans. O. in C. of 24th December.
December 24. O. in Council.
January 15, 1878. From Lieut.-Governer, B.C. Ackg. letter, 29th December.
March 19. From Lieut.-Governor, B.C. Tel. Govt. desire to be definitely informed if construction will be commenced early in the present season.
March 19. From Lieut.-Governor, B.C. Enclosing Min, of Ex. Council.
March 27. To Lieut.-Governor, B.C. Telegram of 19th answered by letter of to-day.
March 27. To Lieut.-Governor, B.C. Eng. not yet completed mapping and calculations, when done Govt. will endeavor to finally decide on route and tenders called for, &c., &c.
April 6. To Lieut.-Governor, B.C. Acknowledging despatch of 19th.
April 16. From Lieut.-Governor, B.C. Acknowledging receipt of letter of 27th ultimo.
May 23 and 25. O. in Council, 15752. Cancelling O. in C. No. 5270.
May 31. To Lieut.-Governor, B.C. Forwards No. 9116.
May 29. To S. of State, 9116. Informing him that O. in C. has passed designating Esquimalt as terminus of railway, and requesting reservation of lands, No. 15752.
June 27. From Lieut.-Governor, B.C. Acknowledging letter communicating location of terminus at Burrard Inlet.
July 11 and 15. M. Smith, 15950. Transmits copy of letter from H. Cambie to Hon. G. Vernon, Com. of Land, B.C., requesting him to reserve certain distances on each side of line along the Fraser and Thompson River.
July 13 to 17. Order in Council, 16003. Defining the route of railway from the neighborhood of Tête Jaune Cache to Burrard Inlet, B.C.
Sept. 9. To Lieut.-Governor, B.C. Refg. to letter 31st May last enclosing O. in C. 3rd Sept., 1878, No. 16310.
Aug. 31. To R. to Council, 9466. To call upon Govt. of B.C. to convey to Dom. Govt. land No. 16265.
Sept. 3 and 9. From Order in Council, 16310. Setting apart for C.P.R. 20 miles of land on each side of railway, &c.
Sept. 20. To Secretary of State, 9518. Transmitting copies of plan showing C.P.R. through B.C. as defined by O. in C., 16310, and requesting conveyance of lands therein designated.
Sept. 23. To Lieut.-Governor, B.C. Refg. to letter of 9th and fowdg. letter from Sec. of P. Works with plan, and requesting that conveyance of land, &c., may be made.
Sept. 26. From Lieut.-Governor, B.C. Ackg. despatch of 9th, enclosing O. in C. *re.* reservation of lands.
Oct. 10. From Lieut.-Governor, B.C. Ackg. No. 9518.
Nov. 9. From Lieut.-Governor, B.C. Fordg. Min. of Ex. Council, B.C., 5 Nov., Min. calling attention to despatches of 31st May, 9 and 23. Sept., 1878, of their predecessors and asking for views of Govt. on the same.
Nov. 26. To Lieut.-Governor, B C. Ackg. receipt of letter of 9th with views of *re.* reservation of lands.
Nov. 26. From Secretary of State. Refg. to letter of 29th May and 30th Sept.
January 16, 1879. From Lieut.-Governor, B.C. "Tel."
January 17. From Lieut.-Governor, B.C. Forwards Min. Ex. Council embodying tel. of 5th.

Feb. 18 and 19. From Speaker, B.C. Tel. Please acquaint me by telegram if despatch of Dom. Govt, 13th June, 1876, locating railway was rescinded or withdrawn.
March 16. To Speaker, B.C. Tel. announcing mailing of letter with plan.
March 18. From Speaker, B.C. Tel. Your telegram shews you have misunderstood mine which relates to despatch 9th June, 1876.
March 21. To Secretary of State. Rets., telegrams, &c., referring to O. in C. June, 1876, July, 1877-78, copies appended.
March 22. To Speaker Leg. Asy., B.C. O. in C. June, 1876, superceded by subsequent order. Line as at present defined shewn on plan sent by letter 23rd Sept., last.
March 24. To Speaker Leg. Asy., B.C. Refg. to telegrams of the 19th ult. and 18th inst., and explaining O. in C. 9th June, 1876.
April 14. From Lieut.-Governor, B.C. Assembly adjourned, awaiting information as to your railway policy.
April 16. To R. to Council, 11278. } *Re* cancellation of O. in C. 23rd May, 1878,
April 22 and 23. O. in Council, 18822. } and revision of that of 7th June, 1873.
April 24. To Lieut.-Governor, B.C. Fordg. O. in C. of 22nd April.
May 15. From Lieut.-Governor B.C. Acknowledging letter of 24th ult., enclosing Order in Council.
May 19 and June 9. From Lieut.-Governor B.C. Minute *re* cancellation of railway reservation on main land.
May 14. Rep. Ex. Council B.C., 19,292. Report with drawings of reservation of lands.
June 2. To Lieut.-Governor B.C. Ackg. receipt of despatch cancelling reservation under Order in Council, 23rd May, 1878.
June 18. To Lieut.-Governor B.C. Fordg. copy of Order in Council, 12th June, 1879.
June 12. Order in Council, 19404. Informs Govt. B.C. that object of Order in Council, 18822, was to recind Order in Council of May, 1878, (15752) and leave Dom. Govt. free to adopt which ever route might appear in the public interests most eligible.
July 8. From Order in Council. Ackg. receipt of letter, June 18.
October 11. To Lieut.-Governor B.C.. Transg. Order in Council of 4th October.
October 4. Order in Council, 20561. Advising that Order in Council, 13th July, 1878, defining route of C.P.R. to a point near or on Burrard Inlet be confirmed.
October 29. From Govt. of B.C. Ackg. No. 20561.
October 31. From Govt. of B.C. Please send Order in Council, 13th July, 1878.
November 13. To Govt. of B.C. Forwds. copy of Order in Council, 13th July, 1878.
December 3. From Govt. of B.C. Ackg. receipt of letter of 13th ult.
December 16. Order in Council.
January 9, 1880. To Lieut.-Governor B.C. Requesting that steps may be taken to convey to the Dom. Govt. lands for 20 miles on each side of the railway.
January 30. From Govt. of B.C. Ackg. despatch of 9th January, and promising conveyance of lands 20 miles on each side of line.
February 25. Order in Council. *Re.* conveyance of lands.
March 3. To Govt. of B.C. Calling attention to non-conveyance of lands to Dom. Govt.
March 27. From Govt. of B.C. Ackg. above.
April 1. From Lieut.-Governor B.C. Emby. Min. of Ex. Council 27th March. Subject alluded to in despatch of 3rd March will be undertaken at ensuing Session of Legislature.
October 11 and 25. From Lieut.-Governor B.C., 24442. *Re.* construction of Island Branch of C.P.R., enclosing min. of Ex. Council, 4th October.

October 16. From Lieut.-Governor B.C., 24505. Enclosing Min. of 14th October, 1880. Authorizing A. DeCosmos to press on Dom. Govt. the construction of the Island Branch C.P.R.
October 25. To Govt. of B.C. Ackg. letter of 11th.
November 4. To Govt. of B.C. Ackg. despatch No. 24505 and enclosing Minute.

Return in answer to an Address from the House of Commons, dated 16th December, 1880, calling for copies of all Orders in Council, and of all Correspondence with the Government of British Columbia, or with the Agent for British Columbia, touching the lands appropriated or to be appropriated for the construction of the Pacific Railway in that Province.

Order No. 24,922.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th June,* 1873.

The Committee of Council having had before them the memorandum of the 29th May last, from the Chief Engineer of the Canadian Pacific Railway, and the Minute of Council thereupon of the 30th May, beg leave to recommend to your Excellency that Esquimalt, in Vancouver Island, be fixed as the terminus of the Canadian Pacific Railway, and that a line of railway be located between the harbor of Esquimalt and Seymour Narrows on the said Island.

The Committee further recommend that application immediately be made by despatch to the Lieutenant-Governor of British Columbia for the conveyance to the Dominion Government, in trust, according to the 11th paragraph of the terms of the agreement of Union, of a strip of land twenty miles in width along the eastern coast of Vancouver Island, between Seymour Narrows and the Harbor of Esquimalt.

An Order of the Lieutenant-Governor of British Columbia in Council, appropriating this tract of land in furtherance of the construction of the said railway will be necessary in order to operate as a sufficient conveyance and reservation of the said land to and for the Dominion Government.

Certified, W. A. HIMSWORTH, *C.P.C.*

CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 29th May, 1873

MEMORANDUM.

With regard to the operations for the present season, the undersigned recommends that the following be undertaken:

The Western Section.

1. An exploratory survey from Howe Sound to Kamloops, or some convenient point on the North Thompson.
2. An exploration between Tête Jaune Cache and the Quesnel Lake.
3. A re-survey from Moose Lake to Tête Jaune Cache on the opposite bank of the Thompson.
4. With respect to the railway in British Columbia, the Governor having announced a decided preference for Esquimalt as the terminus, whether Vancouver Island be reached by bridge or ferry; and as the time for selecting lands for railway purposes in British Columbia expires on the 20th July next, it becomes important to secure, either by an extension of time or otherwise, all the vacant agricultural and mineral lands along the probable line for the railway on Vancouver Island.

Should the Government consider this advisable, the limits of the reservation may be sufficiently well described as a strip of land twenty miles in width along the

eastern coast of Vancouver Island, between Seymour Narrows and the Harbor of Esquimalt.

The Eastern Section.

5. An exploration between Lake Nipissing and the upper part of the Montreal River, to gain information respecting the country, in order to ascertain how the eastern terminus, as defined by statute, could best be reached.

6. Continue the surveys between Red River and Lake Superior, in order to connect lines already surveyed; amend others, and add to the information already acquired, with the view of establishing the very best and shortest line for the railway between Red River and Lake Superior, at the same time utilizing as great a length as possible for the main line.

SANDFORD FLEMING.

BRITISH COLUMBIA, GOVERNMENT HOUSE, 22nd September, 1873.

SIR,—With reference to my despatch, No. 67, of the 26th July last, I have the honor to enclose, for the consideration of His Excellency the Governor General, a Minute of my Executive Council, urging that the boundaries of the land on Vancouver Island, proposed to be claimed by the Dominion Government in trust to aid in the construction of a railroad under the Terms of Union of British Columbia with Canada, may be at once defined, and that a competent person in this Province may be appointed to dispose of said lands on such terms as will admit of settlement, and authorizing the Hon. A. DeCosmos, President of Executive Council, and Premier of my Ministry to confer with the Government of Canada, on this subject.

A duplicate of this despatch and its enclosure will be handed to you by Mr. DeCosmos, who starts to-morrow for Ottawa.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

Hon. Secretary of State for Canada.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor, on the twentieth day of September*, 1873.

On a memorandum, dated 18th September, 1873, from the Honorable the Chief Commissioner of Lands and Works, reporting that the Order in Council of the 30th June, 1873, reserving the Crown Lands of the east coast of Vancouver Island, is seriously retarding the settlement of that portion of the Province, and recommending that in view of the fact that the despatch from His Excellency the Lieutenant-Governor to the Secretary of State, transmitting the Minute of this Executive Council, dated 20th July, upon the subject of this Reservation has not as yet been replied to, and as the matter requires immediate settlement, that the Dominion Government be respectfully urged to at once define, by survey, the land they propose claiming on the east coast of Vancouver Island, and that they appoint also a competent person in this Province to dispose of said lands on such terms as will admit of settlement, and that the Hon. A. DeCosmos, as special delegate, about to proceed to Ottawa, be authorized to confer with the Dominion Government upon this subject.

Certified, W. J. ARMSTRONG, *Clerk of the Executive Council.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 25th day of March*, 1875.

On a memorandum, dated 25th March, 1875, from the Hon. the Minister of Public Works, reporting for the consideration of Council, that prior to the commencement of any works of construction on the proposed railway from Esquimalt to Nanaimo

which the Dominion Government have agreed to build under the arrangement made through Lord Carnarvon at the instance of British Columbia, it is essential that the Province of British Columbia should convey, by legislation, to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government may deem advisable, a similar extent of public lands along the line of railway before mentioned (not to exceed twenty miles on each side of the said line) as may be appropriated for the same purpose by the Dominion from the public lands of the North-West Territories and the Province of Manitoba, as provided in the Order in Council, Section 11, admitting the Province of British Columbia into the Confederation; and that it is desirable that the British Columbia Government should be at once notified that it will be necessary during the present Session of the Legislature of that Province to pass an Act so to appropriate and set apart lands to this extent and for this purpose —the grant to be subject, otherwise, to all the conditions contained in the said 11th Section of the Terms of Union.

The Committee concur in the above report of the Minister of Public Works, and recommend that the British Columbia Government be notified accordingly.

Certified, W. A. HIMSWORTH, *C.P.C.*

Hon. Minister of Public Works.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 9th June*, 1876.

The Committee of Council have had under consideration the memorandum hereunto annexed from the Hon. Mr. Mackenzie, submitting the expediency of obtaining from the Government of British Columbia, a conveyance of the land twenty (20) miles in width on each side of the portion of the Canadian Pacific Railway line surveyed and located in that Province, and they respectfully submit their concurrence therein, and advise that a copy thereof and of this Minute be transmitted to the Government of British Columbia.

Certified, W. A. HIMSWORH, *C.P.C.*

Hon. Minister of Public Works.

OTTAWA, 7th June, 1876.

The undersigned has the honor to report:—

That under the terms by which British Columbia entered the Dominion of Canada, the Government of that Province agreed to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable in futherance of the construction of what is known as the Canadian Pacific Railway, a similar extent of public lands along the line of railway, throughout its entire length in British Columbia (not to exceed, however, twenty miles on each side of said line) as may be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and the Province of Manitoba;

That the Government of Canada have already by Orders in Council withdrawn for sale or settlement all lands in the Province of Manitoba within twenty miles of each side of the railway line surveyed; and also for a district twenty miles to the westward of Fort Pelly, in the North-West Territories, and further extending from a point twenty miles westerly of Fort Pelly to a point twenty miles westerly of the mouth of Battle River, and further for twenty miles on each side of the railway, from a point twenty miles westerly of the Battle River to Jasper House, in the Yellow Head Pass, through the Rocky Mountains;

That the line of railway has been defined and located through part of the Province of British Columbia, and that it is desirable with the view of enabling the Government of Canada to proceed with the construction of the railway, that the lands along such line of railway and for twenty miles on each side of the line may be con-

veyed to the Dominion Government in accordance with the 11th paragraph of the terms of Union.

The description of the line so located, to which reference is above made, is as follows:—

Commencing at a point on the eastern boundary of British Columbia, in the Yellow Head Pass, through the Rocky Mountains, the line follows down the valley of the River Fraser to Grand Rapids, a distance of about 185 miles (one hundred and eighty-five) thence westerly, turning the north end of the Cariboo Range, and, cutting off the great bend of the Fraser, it crosses the latter near the mouth of Willow River, thence south-westerly to a point near the confluence of the Rivers Stewart and Chilacot.

The undersigned further recommends that communication be had to this effect, with the Lieutenant-Governor of British Columbia, requesting that the lands along the line of railway, as herein described, and for twenty miles on each side of the said line be forthwith conveyed to the Dominion Government; and that it be represented that an Order of the Lieutenant-Governor in Council appropriating this tract of land will at present suffice as a sufficient conveyance of the same; but that it is further suggested that an Act be passed by the Legislature of British Columbia, conveying and vesting such appropriation in Her Majesty for the purposes of the Government of Canada, and to be appropriated in such manner as the said Dominion Government may deem advisable in furtherance of the construction of the said railway.

He further recommends that in order to give due information to the public and to prevent squatters or the pre-emption of any portion of the lands so conveyed, the Lieutenant-Governor should be invited to give public notice of the passing of such Order in Council, and of the conveyance of the said lands as herein mentioned and therein comprised.

A. MACKENZIE.

Copy of No. 6776. Ottawa, 20th July, 1876.

Sir,—I am directed to confirm by letter the instructions conveyed to you by telegram from the Hon. the Premier to request the Local Government of British Columbia to reserve land at Bute Inlet, and Salmon River, Dean Inlet, for the construction of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

Hon. A. N. Richards, Q.C., Victoria, B.C.

Copy *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the* 1st *June*, 1877.

On a memorandum, dated 21st May, 1877, from the Hon. the Minister of Public Works, recommending that the line of the Canadian Pacific Railway as laid down on a map prepared by Mr. Sandford Fleming, Chief Engineer of the said railway, a copy of which accompanies said memorandum, shall be determined, as required by Section 1 of the Canadian Pacific Railway Act of 1874, and which line may be briefly described as follows:—

Commencing at Fort William on the Kaministiquia River, following a north-westerly direction to the north of Lac des Milles Lacs and crossing the Winnipeg at Keewatin, thence to a point on the Red River named Selkirk, as shown on the map; thence in a direct line to a point near Swan River named Northcote; thence south-westerly to Livingstone; thence in a nearly due west direction, to the crossing of the South Branch of the Saskatchewan; thence in a north-westerly direction to the neighbourhood of Fort Edmonton; thence by the McLeod and Arthabaska Rivers to Jasper House and Henry House, and thence to Tête Jaune Cache.

That in the event of Bute Inlet being selected, as the western terminus of the said railway, the line will follow the valley of the Fraser River from Tête Jaune Cache to the neighborhood of Fort George; thence from the crossing of the Stewart River at the junction with the Chilacot River, ascend the valley of the Chilacot River to a point near its source, thence in a direct line to the Nazco River, and ascending the valley of the Nazco River to the Chiscot River towards Tatta Lake and Tattyaca Lake, and the east branch of the Homattics River, and descend the valley of the Homattics to the waters of the Pacific at Bute Inlet.

That in the event of the Dean Channel route being adopted, the above line will be followed from Tête Jaune Cache to near where it strikes the Nazco River, whence it will follow generally the line of the Blackwater River to Thracla Lake; thence descend the valley of the Salmon River to the waters of the Pacific at Dean Channel.

The Minister further recommends that the sections referred to in the second clause of the Canadian Pacific Railway Act of 1874, shall be defined as follows: The first section to begin at a point near the south of Lake Nipissing, and to extend to the neighborhood of Fort William at the upper or western end of Lake Superior; the second section to commence in the neighborhood of Fort William and to extend to the crossing of Red River at Selkirk, in the Province of Manitoba, a distance of about 412 miles, the third section to extend from the said crossing of the Red River, at the western end of the second section, to the boundary line of British Columbia, west of Jasper House; the fourth section to extend from the last named point to the Pacific Ocean, the point to be named in a subsequent Order in Council after the completion of the surveys now in progress.

The Committee concur in the foregoing recommendations and submit the same for Your Excellency's approval.

Certified, W. A. HIMSWORTH, *C.P.C.*

———

Government House, Victoria, B.C., 9th November, 1877.

Sir,—I have the honor to transmit to you, herewith, two copies of a further Minute of my Executive Council on the subject of the construction of the Canadian Pacific Railway, dated the 8th instant; and I have the further honor to request that one of these copies may be forwarded through the proper channel to the Honorable the Secretary of State for the Colonies, for the consideration of the Imperial Government, and that the other be retained for the consideration of the Dominion Government.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieutenant-Governor.*

Hon. R. W. Scott, Secretary of State.

———

Copy *of a Report of a Committee of the Honorable the Executive Council, approved by His Honor the Lieutenant-Governor on the 8th day of November*, 1877.

The Committee of Council having had under consideration the subject of the construction of the Canadian Pacific Railway, report:

That the year having nearly elapsed, which was represented by the Right Honorable the Secretary of State for the Colonies, as being required by the Dominion Government to enable it to determine the route and terminus of the Canadian Pacific Railway, it is highly desirable that the Government of this Province should be advised at the earliest possible period, of the result of the year's surveys in order that they may be in a position to convene the Legislature at an early date, and lay before it definite information with reference to the intention of the Dominion Government to carry out its railway obligations to this Province, under the terms of the settlement recommended in 1874 by the Earl of Carnarvon and agreed to by the Dominion Government, as well as by that of this Province.

That having complied with the request of Lord Carnarvon to grant the delay he thought necessary, as represented in his despatches of dates the 18th December, 1876, and 18th January, 1877, respectively, the people of British Columbia now feel that his Lordship will be careful to discountenance any further unnecessary delay in the commencement of railway construction within the Province, and they confidently expect that on or before the expiration of the year his Lordship will be able to give the Government an assurance that actual construction will be begun as soon as tenders can be received and contracts awarded, and that work thereon will be prosecuted thereafter in a manner that will ensure the ultimate completion of the undertaking within such reasonable period as the interests of the Empire, the Dominion and the Province alike demand.

The Committee advise that the report be approved and that copies be forwarded by His Honor the Lieutenant-Governor to the Right Honorable the Secretary of State for the Colonies, and to the Secretary of State for the Dominion of Canada.

Certified, WM. SMITH,
Minister of Finance and Clerk of Executive Council.

DEPARTMENT OF SECRETARY OF STATE, 26th November, 1877.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 9th inst., covering two copies of a further Minute of your Executive Council, dated the 8th inst.; on the subject of the construction of the Canadian Pacific Railway, one of which you request may be forwarded to the Right Hon. the Secretary of State for the Colonies for the consideration of Her Majesty's Government.

I have, &c., &c.,
R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

DEPARTMENT OF SECRETARY OF STATE, 26th November, 1877.

SIR,—I have the honor to transmit to you, herewith, for the information of His Excellency the Governor General a copy of a Minute of the Executive Council of the Province of British Columbia, on the subject of the construction of the Canadian Pacific Railway, which Minute the Government of that Province requests may be forwarded through the proper channel to the Right Hon. the Secretary of State for the Colonies for the consideration of Her Majesty's Government.

I have, &c., &c.,
R. W. SCOTT.

To the Governor-General's Secretary.

DEPARTMENT OF SECRETARY OF STATE, 29th December, 1877.

SIR,—With reference to your despatch of the 8th ultimo, and the accompanying Minute of your Executive Council of the 8th of that month, I have the honor to ransmit to you herewith for the information of your Government, a copy of an Order of His Excellency the Governor-General in Council on the subject of the construction of the Canadian Pacific Railway.

I have, &c., &c.,
R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 24th December*, 1877.

The Committee have had under consideration the despatch from the Lieut.-Governor of British Columbia of the 9th November, 1877 enclosing copy of a Minute his Executive Council of the 8th of that month, which had been forwarded to the Secretary of State for the Colonies on the subject of the construction of the Canadian Pacific Railway.

The Hon. the Minister of Public Works, to whom the above despatch and enclosure were referred, observes that the Minute in question calls the attention of the Secretary of State for the Colonies to the delay the Earl of Carnarvon thought necessary in commencing the construction of the Pacific Railway in his despatch of 18th December, 1876, and 18th February, 1877, and states that the British Columbia Government are anxious to obtain knowledge of the year's surveys as early as possible in order that they may be in a position to convene the Local Legislature at an early date and lay before it "definite information as to the intentions of the Dominion Government to carry out its railway obligations."

The Minister reports that the delay deemed necessary before advertising for tenders was consequent upon the manifest necessity of making a careful instrumental survey of the Fraser Valley route, upon which an exploratory survey only had been made in previous years.

That, as early as the season permitted, a large staff of engineers was sent to perform this work, under the immediate charge of Mr. Cambie.

That the field work was finished about the beginning of November, and in the course of that month the engineers returned to Ottawa, where they are now engaged plotting the results of the season's operations.

That it will take some time to accomplish this and to report in such detail as will enable the Government to come to a decision as to the value of the route.

That it is impossible to venture upon any decided opinion at once of the complete report, maps and profiles of the road which are now in course of preparation.

That the Government also took the necessary steps to obtain accurate information regarding the possibility of a route to the ocean at Port Essington, at the mouth of the Skeena River, as well as to ascertain the feasibility of a better pass through the Rocky Mountains in the vicinity of Pine River. That the information on both these points will be embraced in the report of the engineers, and will include the reports of the naval officers upon the harbor at the mouth of the Skeena.

That as far as can be seen at present there would appear to be no necessity for any further explorations in British Columbia with the view of the determination of the best route from the summit of the Rocky Mountains to the sea.

That the conclusion reached will be duly communicated to the Secretary of State for the Colonies.

The Committee concur in the foregoing report, and advise that a copy of this Minute be transmitted to Lord Carnarvon and to the Lieutenant-Governor of British Columbia.

Certified, W. A. HIMSWORTH, *C.P.C.*

GOVERNMENT HOUSE, VICTORIA, B.C., 15th January, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch dated 29th December, 1877, enclosing therewith a copy of an Order of His Excellency the Governor-General in Council on the subject of the construction of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS,
Lieutenant-Governor of British Columbia.

Hon. R. W. SCOTT, Secretary of State.

By Telegram from Victoria, B.C., to Hon R. W. Scott, Secretary of State.

OTTAWA, March 19th, 1878.

Pacific Railway.—Government desire to be definitely informed immediately if construction will be commenced in this Province at an early period of present season?

A. N. RICHARDS.

GOVERNMENT HOUSE, VICTORIA, B.C., 19th March, 1878.

SIR,—I have the honor to enclose you, herewith, for the consideration of the Dominion Government, a copy of a Minute of my Executive Council, dated 18th inst., embodying a telegram which I have this day forwarded to you, asking for a definite answer with regard to the early commencement of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS,
Lieutenant-Governor of British Columbia.

Hon. R. W. SCOTT, Secretary of State, Ottawa.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Honor the Lieutenant-Governor, on the* 18*th day of March,* 1878.

In a memorandum from the Hon. Minister of Finance, dated 16th March, 1878, reporting that it is desirable that it be represented to the Dominion Government that definite information relating to the commencement of the Railway construction in the Province should be communicated immediately to this Government, in order that before the prorogation of the Provincial Legislature, an assurance may be given of the intention of the Dominion Government to carry out in good faith the intimation of Lord Carnarvon, that the year which has now passed should terminate the delay in beginning actual construction of railway; and recommending that His Excellency, the Lieutenant-Governor, be requested to forward by telegraph to the Hon. the the Secretary of State for the Dominion the following despatch:—

"Pacific Railway.—Government desire to be definitely informed immediately if construction will be commenced in the Province at an early period of present season."

The Committe advise that the recommendation be approved.

Certified, WM. SMITH,
Minister of Finance and Clerk Executive Council.

Telegram from Department of the Secretary of State to Lieut.-Governor Richards, Victoria, B.C.

OTTAWA, 27th March, 1878.

Pacific Railway telegram 19th inst. answered by letter to-day.

R. W. SCOTT.

DEPARTMENT OF SECRETARY OF STATE, 27th March, 1878.

SIR,—Your telegram of March 19th, stating that your Government desire to be definitely informed immediately if the construction of the Pacific Railway will be commenced in British Columbia at an early period of the present season, was duly received. I have to inform you that the engineers have not yet completed the mapping and calculations of last season's work. As soon as this is done the Government will endeavour to decide upon the best route to be taken through British

Columbia, when tenders will be invited in accordance with the terms of the Railway Act of 1874.

No time has been lost by the Government in promoting this enterprise as they have pushed on the work as rapidly as possible with a view to a commencement being made at the earliest practicable date.

I have, &c.,

R. W. SCOTT.

To His Honor Lieut.-Governor RICHARDS, Victoria, B.C.

DEPARTMENT OF THE SECRETARY OF STATE, 6th April, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 27, of the 19th ult., enclosing a copy of a Minute of Your Executive Council, embodying a telegram forwarded by you on that day, asking for a definite answer with regard to the early commencement of the Canadian Pacific Railway.

My letter of the 27th ult., in reply to your telegram, will have given you full information on the subject.

Yours, &c.,

R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

GOVERNMENT HOUSE, VICTORIA, B.C., 16th April, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 27th ult., informing me in answer to my telegram of the 19th ult., that as soon as the engineers completed the mapping and calculations of the last season's work the Government will endeavor to finally decide upon the route to be taken by the Pacific Railway through British Columbia, when tenders will be invited in accordance with the terms of the Railway Act of 1874.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Gov. of British Columbia.*

Hon. R. W. SCOTT, Secretary of State, Ottawa.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 23rd May,* 1878.

The Committee of Council have the honor to recommend that the Order in Council of the 7th June, 1873, fixing Esquimalt, in Vancouver Island, as the terminus of the Canadian Pacific Railway, and requiring the conveyance to the Canadian Government of a strip of land twenty miles in width along the eastern coast of Vancouver's Island, between Seymour's Narrows and the Harbor at Esquimalt, be rescinded.

Certified, W. A. HIMSWORTH, *C.P.C.*

Hon. Minister of Public Works.

DEPARTMENT OF SECRETARY OF STATE, 31st May, 1878.

SIR,—I am directed to transmit to you, herewith, for the consideration of your Government a copy of a letter from the Secretary of the Department of Public Works, in which it is requested that certain land therein described may be reserved for the purpose of the probable terminus of the Canadian Pacific Railway at Burrard Inlet.

I have, &c.,

R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

OTTAWA, 29th May, 1878.

SIR,—I am directed by the Hon. the Minister of Public Works to inform you that an Order in Council has passed on the 23rd instant, cancelling that of the 7th June, 1873, which designated Esquimalt in Vancouver Island, as the terminus of the Canadian Pacific Railway, and required the conveyance to the Canadian Government of a strip of land twenty miles in width along the eastern coast of that Island, between Seymour's Narrows and the Harbor of Esquimalt.

I am further directed to state that as Burrard Inlet will, in all probability, be adopted as the western terminus of the Canadian Pacific Railway, it is deemed advisable that a strip of land should be reserved for the conveyance to the Dominion Government, in accordance with the 11th paragraph of the terms of the Union, along the said line of railway, beginning at English Bay or Burrard Inlet, and following the River Fraser to Lytton, thence by the valley of the River Thompson to Kamloops, thence up the valley of the North Thompson, passing near to Lake Albreda and Cranberry to Tête Jaune Cache, thence up the valley of the Fraser River to the summit of Yellow Head, or boundary between British Columbia and the North-West Territories.

The Honorable the Minister of Public Works desires me to request you to convey the foregoing information to the Government of British Columbia, in order that they may take the necessary steps to reserve the land in question.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

E. J. LANGEVIN, Esq., Under-Secretary of State, Ottawa.

GOVERNMENT HOUSE, VICTORIA, B.C., 27th June, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 31st ultimo, enclosing a copy of a letter from the Secretary of the Department of Public Works, requesting that certain land may be reserved for the probable terminus of the Canadian Pacific Railway at Burrard Inlet.

I have the honor to inform you that I have laid the matter before my Ministers.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS,
Lieutenant-Governor of British Columbia.

CANADIAN PACIFIC RAILWAY SURVEY, WESTERN DIVISION,
VICTORIA, 11th June, 1878.

SIR,—Tending a formal application by the Dominion Government for a reservation of the lands along the line of the proposed route for the Canadian Pacific Railway through British Columbia, by the valleys of the North Thompson and Fraser Rivers, I have to request you, on their behalf, to reserve all lands which are now in possession of the Government of British Columbia, on both sides of the River Fraser, for a distance of five miles above the toll-gate at the town of Yale, and the same distance below that point, and for a width of one mile from the centre of the river on each side.

Also for a reservation of the land in possession of the Government of British Columbia adjoining the River Thompson, for a width of two miles on each side of the said river, and extending from the outlet of Kamloops Lake, known as Savonas Ferry, for a distance of five miles down the river, and a width of two miles from the shore of Kamloops Lake for a distance of five miles above its outlet on both sides of such lake.

I have the honor to be, Sir, yours, &c.,

H. J. CAMBIE,
Engineer in Charge of Surveys, British Columbia.

Hon. FORBES G. VERNON, Commissioner of Lands and Works, Victoria, B.C.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General on the* 13*th July*, 1878.

On a memorandum dated 11th July, 1878, from the Hon. the Minister of Public Works, reporting that on the 1st June, 1877, an Order in Council was passed, in accordance with the provisions of the Canadian Pacific Railway Act of 1874, defining the route of the railway between Fort William, on the Kaministiquia River, and Jasper House and Tête Jaune Cache.

That the same Order in Council also defined the route from the last named point to the Pacific Ocean in the event of the Bute Inlet or Dean Inlet routes being ultimately adopted, these being the routes through British Columbia, one of which at that time it seemed probable would be adopted.

That later information has shown that it would be in the public interest that the route of the railway from the neighbourhood of the Tête Jaune Cache, should be towards Burrard Inlet.

The Minister, therefore, recommends that the route of the railroad shall be defined generally as passing from the neighborhood of the Tête Jaune Cache by the Albreda River to the North Thompson River, and descending the valley of the said North Thompson River towards Kamloops Lake to the Fraser Valley at Lytton, and thence descending the valley of the Fraser, by Yale and New Westminster to Port Moody, or such other point on or near Burrard Inlet, as may be found most convenient for the purpose of harbor accommodation.

The committee submit the above recommendation for your Excellency's approval.

Certified, W. A. HIMSWORTH, *C.P.C.*

9th September, 1878.

SIR,—Referring to my letter of the 31st May last enclosing a copy of a letter from the Secretary of the Department of Public Works, in which your Government was requested to reserve for conveyance to the Dominion Government, in accordance with the 11th paragraph of the terms of the Union, lands in certain localities therein set forth for the purposes of the Canadian Pacific Railway, I have the honor to transmit to you herewith, a copy of an Order of His Excellency the Governor General in Council in further relation to the subject.

I have to request that this Order in Council may be brought under the early notice of your Government with particular reference to the concluding portion thereof.

I have, &c.,

R. W. SCOTT, *Secretary of State.*

To His Honor the Lieut.-Governor of British Columbia, Victoria.

August 31st, 1878.

MEMORANDUM.—The undersigned reports that by the eleventh clause of the agreement under the terms of which the Province of British Columbia entered the Dominion of Canada, the Government of British Columbia engaged to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the Canadian Pacific Railway, an extent of public lands along the line of railway throughout its entire length in British Columbia (not, however, exceeding twenty (20) miles on each side of the said line) equal to the area which might be appropriated for the same purpose by the Dominion Government from the Public Lands of the North-West Territories and Province of Manitoba; the conditions of the agreement further provide that the quantity of land held under preemption right or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government should be made good to the Dominion from contiguous public lands.

The undersigned further reports that by several Orders in Council in that behalf the necessary public lands of the North-West Territories and Province of Manitoba along the line of the said railway have been withdrawn from sale and settlement, pending the appropriation thereof for the purposes of the said railway; and the route of the line of railway through Manitoba, the North-West Territories and British Columbia having been now defined by Orders in Council, it is advisable that the necessary appropriations should be made, and that the Government of British Columbia should be called upon to convey to the Dominion Government such extent of public lands in British Columbia as has been above specified. The undersigned therefore recommends that all public lands in the Province of Manitoba and in the North-West Territories within twenty miles on each side of the said line of Railway be set apart for the purposes of the Canadian Pacific Railway, and be appropriated in such a manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway. The undersigned further recommends that the Secretary of State be authorized on behalf of this Government to inform the Government of British Columbia as to the route of the line of railway, notifying them that all public lands in the Province of Manitoba and in the North-West Territories, within twenty miles on each side of the line, have been set apart as above mentioned, and to request that Government, in accordance with their agreement in that behalf, to convey to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia, and to make good to the Dominion from contiguous public lands the quantity of land (if any) which may be held under pre-emption right or by Crown grant within the limits of the tract of land in British Columbia, to be so conveyed to the Dominion Government.

Respectfully submitted,
A. MACKENZIE, *Minister of Public Works.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 3rd September*, 1878.

On a report dated 31st August, 1878, from the Honorable the Minister of Public Works stating that by the eleventh clause of the agreement under the terms of which the Province of British Columbia entered the Dominion of Canada the Government of British Columbia engaged to convey to the Dominion Government, in trust to be appropriated in such manner as the Dominion Government might deem advisable in furtherance of the construction of the Canadian Pacific Railway an extent of public lands along the line of railway throughout its entire length in British Columbia (not, however, exceeding twenty (20) miles on each side of the said line) equal to the area which might be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and the Province of Manitoba; the conditions of the agreement further providing that the quantity of land held under pre-emption, right or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government should be made good to the Dominion from contiguous public lands.

That by several Orders in Council in that behalf the necessary public lands of the North-West Territories and Province of Manitoba along the line of the said railway have been withdrawn from sale and settlement, pending the appropriation thereof for the purpose of the said railway; and the route of the line of railway through Manitoba, the North-West Territories and British Columbia having been now defined by Orders in Council it is advisable that the necessary appropriation should be made, and that the Government of British Columbia should be called upon to convey to the Dominion Government such extent of public lands in British Columbia as has been above specified.

The Minister therefore recommends that all public lands in the Province of Manitoba and in the North-West Territories, within twenty miles on each side of the said line of railway, be set apart for the purpose of the Canadian Pacific Railway, and be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway.

The Minister further recommends that the Secretary of State be authorized on behalf of this Government to inform the Government of British Columbia as to the route of the line of railway, notifying them that all public lands in the Province of Manitoba and in the North-West Territories within twenty miles on each side of the line have been set apart as above mentioned, and to request that Government, in accordance with their agreement in that behalf, to convey to the Dominion Government in trust to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia ; and to make good to the Dominion from contiguous public lands the quantity of land (if any) which may be held under pre-emption right, or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government.

The Committee submit the foregoing recommendations for Your Excellency's approval.

Certified, W. A. HIMSWORTH, *C. P. C.*

Hon. Minister of Public Works.

OTTAWA, 20th September, 1878.

SIR,—I have the honor to transmit two copies of the plan shewing the line of the Canadian Pacific Railway through British Columbia as now defined, together with a copy of the Order in Council of the 3rd inst., setting apart a certain area of land on either side of the line throughout the Province for the purposes of the railway, and I am directed to request you to obtain from the Government of British Columbia a conveyance to the Dominion Government, in trust, of the extent of public lands mentioned in the said Order in Council.

I have the honor to be, Sir, your obedient servant,

F. BRAUN.

Hon. R. W. SCOTT, Secretary of State, Ottawa.

DEPARTMENT OF SECRETARY OF STATE, 23rd September, 1873.

SIR,—Adverting to my letter of the 9th inst., and its accompanying copy of an Order in His Excellency the Governor General in Council of the 3rd inst., on the subject of the land in the Province of British Columbia, to be reserved for the purposes of the Canadian Pacific Railway, I have the honor to transmit to you, herewith, for the information of your Government, a copy of a letter from the Secretary of the Department of Public Works, together with plan therein referred to, shewing the line of the said railway through that Province as now defined. I have to request that a conveyance may be obtained from your Government to that of the Dominion, in trust, ofthe extent of public lands mentioned in the Order in Council of the 3rd instant.

I have, &c.,

R. W. SCOTT,

To His Hon. the Lieut.-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., 26th Sept., 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 9th inst., enclosing a copy of an Order of His Excellency the Governor General in Coun-

cil, requesting that certain lands in this Province may be reserved for the purposes of the Canadian Pacific Railway. I beg to inform you that a copy of your despatch and its enclosure has been referred to my Executive Council.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Gov. of British Columbia.*

GOVERNMENT HOUSE, VICTORIA, B.C., 10th Oct., 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 23rd ult., enclosing a copy of a letter from the Secretary of the Department of Public Works, together with plan therein referred to, shewing the line of the Canadian Pacific Railway through this Province as now defined; and requesting that a conveyance may be obtained from my Government to that of the Dominion, in trust, of the extent of public lands mentioned in a certain Order in Council of the 3rd ult., and forwarded to me in a despatch dated 9th ult. I beg to inform you that I have referred a copy of your despatch and its enclosures (2) to my Executive Council.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Gov. of British Columbia.*

Hon. R. W. SCOTT, Secretary of State, Ottawa.

GOVERNMENT HOUSE, VICTORIA, B.C., 9th November, 1878.

SIR,—I have the honor to enclose to you herewith a copy of a Minute of my Executive Council dated 5th inst., calling the attention of the Dominion Government to despatches of the 31st May, 9th and 23rd of September, 1878, respectively, having reference to the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of British Columbia, and requesting that the present Dominion Government will be good enough to communicate their views on said despatches to the present Government of this Province as soon as possible.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

Hon. Secretary of State, Ottawa, Canada.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the fifth day of November*, 1878.

The Committee of Council consider it advisable to respectfully invite the attention of the Dominion Government to their predecessors' despatches of the 31st of May, 9th of September and 23rd of September, 1878, respectively, referring to the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of British Columbia, and to request the present Dominion Government to be good enough to communicate their views on said despatches to this Government as soon as possible.

The Committee would observe that the land mentioned has been fully reserved for railway purposes and that every facility should and will be given to the Dominion Government to enable them to commence railway construction in the Province at the earliest practicable moment.

The Committee advise that this Minute be approved and that a copy thereof be forwarded to the Dominion Government.

Certified, J. M. HUMPHREYS,

Clerk of the Executive Council.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 26th November, 1878.

SIR,—I am directed to acknowledge the receipt of your despatch, No. 102, of the 9th inst., enclosing a copy of a Minute of your Executive Council, calling attention to despatches of the 31st May, of the 9th and 23rd September, 1878, respectively, having reference to the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of British Columbia.

I have, &c.,

R. W. SCOTT.

To His Honor the Lieutenant-Governor of Victoria.

DEPARTMENT SECRETARY OF STATE.

SIR,—With reference to the letters from your Department, of the 29th May and the 30th September last, I am directed to transmit to you, herewith, for your information, a copy of a despatch from His Honor the Lieutenant-Governor of British Columbia, and of the Minute of His Executive Council therein referred to, on the subject of the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of that Province.

I may mention that the letters of the 31st May and the 23rd September, referred to by His Honor, were addressed to him from this Department, enclosing for the information of his Government, copies of the communications from your Department of the dates above cited, and that the letter of 30th September was also from this Department, enclosing a copy of the Order of His Excellency the Governor General in Council, of the 3rd of that month, on the subject of the route of the C.P.R.

I have, &c.,

R. W. SCOTT.

Hon. Minister of Public Works, Secretary.

(*Telegram.*)

VICTORIA, BRITISH COLUMBIA, 16th January, 1879.

Expected reply to my despatch of 9th November. Not having been received, please acquaint Government by telegram with your railway policy, as Legislature meets twenty-ninth January. Ministry anticipating a reply, have deferred troubling your Government until latest moment. Also please forward accompanying telegram to Imperial Government if their reply to Province not received. Secretary State Colonies, London, no reply to petition of Legislative Assembly which meets twenty-ninth; has it been forwarded?

A. N. RICHARDS, *Lieutenant-Governor.*

Hon. Secretary of State, Ottawa.

GOVERNMENT HOUSE, VICTORIA, B.C., 17th January, 1879.

SIR,—I have the honor to enclose you herewith two copies of a Minute of my Executive Council, dated 16th instant, embodying a telegram to the Dominion Government on the subject of their railway policy, and also one to be forwarded to the Imperial Government in reference to the petition of the Legislative Assembly of the Province.

I have the honor to request that one of the enclosed copies be forwarded to the Imperial Government through the proper official channel.

And I have the honor to inform you that the contents of the enclosed copy of Minute were forwarded to you on the 16th inst. by telegraph.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieutenant-Governor of British Columbia.*

Hon. Secretary of State for Canada, Ottawa.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor, on the* 16*th day of January,* 1879.

The Committee of Council recommend that His Honor the Lieutenant-Governor be respectfully requested to forward the following telegrams, which explain themselves, to the Hon. the Secretary of State:—

VICTORIA, 15th January, 1879.

Hon. Secretary of State, Ottawa.

Expected reply to my despatch of ninth November. Not having been received, please acquaint Government by telegram with your railway policy, as Legislature meets twenty-ninth January. Ministry anticipating a reply, have deferred troubling your Government until latest moment. Also please forward accompanying telegram to Imperial Government, if their reply to Province not received.

BRITISH COLUMBIA, 15th January, 1879.

Secretary State Colonies, London.

No reply to petition of Legislative Assembly, which meets twenty-ninth. Has it been forwarded?

The Committee also recommend that copies of this Minute be sent to the Imperial and Dominion Governments.

Certified, THOS. BASIL HUMPHREYS,
Clerk of the Executive Council.

By telegraph from Victoria, B.C., 18*th February,* 1879.

OTTAWA, 19th February, 1879.

Please acquaint me by telegraph, for information of Com. Legislative Assembly, if despatch of Dominion Government, 13th June, 1876, locating Railway, was rescinded or withdrawn, with date, and made by telegraph or letter of such withdrawal.

FREDERICK WILLIAMS, *Speaker.*

To Secretary of State.

DEPARTMENT OF SECRETARY OF STATE, OTTAWA, 6th March, 1879.

Letter from Department of Public Works, with a plan shewing line route through British Columbia, as defined by Order in Council of July, 1878, was sent to Governor of British Columbia by the Secretary of State's letter of 23rd September last, and receipt acknowledged.

J. C. AIKINS.

To FREDERICK WILLIAMS, Speaker, Legislative Assembly, Victoria, B.C.

By telegraph from Victoria, B.C.

OTTAWA, 18th March, 1879.

Your telegram shows you misunderstood mine, which relates to Dominion despatch, 9th June, 1876, requesting railway reserve, between Yellow Head Pass and point near St. George. Please reply as requested immediately. House awaits it.

F. WILLIAMS, *Speaker.*

To Secretary of State.

OTTAWA, 31st March, 1879

SIR,—In reference to your memorandum of the 19th instant, enclosing certain telegrams from the Speaker of the Legislative Assembly of British Columbia, with respect to the reservation of lands along the line of the Canadian Pacific Railway, I have the honor to state that the Order in Council of 9th June, 1876, concurring in the report of the Minister of Public Works, dated 7th June, 1876, was not acted on by the British Columbia Government; that an Order in Council, dated the 1st June, 1877, defined the routes in the event of the selection of either Bute Inlet or Dean Inlet as the terminus; that an Order in Council, dated the 13th July, 1878, superseded previous Order in Council, in so far as the route to be followed is concerned, defining that route as from Tête Jaune Cache to Burrard Inlet. Finllay, that an Order in Council, dated 3rd September, 1878, transmitted to you with my letter of the 20th of that month, requested the British Columbia Government to convey to the Dominion Government certain lands along the line of Railway, as shewn on the plan accompanying my letter.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

E. J. LANGEVIN, Under-Secretary of State.

Telegram.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 22nd March, 1879.

Order in Council of 9th June, 1876, respecting line of Pacific Railway superseded by subsequent Order. Line as at present defined shewn on map sent to Lieut.-Governor in letter of 23rd September last, by late Ministry.

J. C. AIKINS, *Secretary of State.*

To the Speaker Legislative Assembly, Victoria, B.C.

DEPARTMENT OF SECRETARY OF STATE, 24th March, 1879.

SIR,—With reference to your telegrams of the 19th ult., and the 18th inst., and to my replies thereto of the 6th and 22nd inst., on the subject of the line of the Canadian Pacific Railway, I have honor to inform you that as regards the Order of His Excellency the Governor-General in Council of the 9th June, 1876, a copy of which was enclosed in the letter from this Department of the 13th of that month, that Order in Council was superseded by a subsequent order, in so far as the route to be followed is concerned, defining that route from Téte Jaune Cache to Burrard Inlet.

I have to add that by an Order in Council of the 3rd September last, a copy of which was enclosed to the Lieut.-Governor on the 9th of that month, the British Columbia Government was requested to convey to the Dominion Government certain lands about the line of railway, as shown on a plan, which plan was enclosed to the Lieut.-Governor on the 23rd of the same month.

I have, &c.,

J. C. AIKINS.

To the Speaker Legislative Assembly, Victoria, B.C.

VICTORIA, B.C., 14th April, 1879.

Assembly adjourned, awaiting information as to your railway policy. Please reply immediately.

A. N. RICHARDS, *Lieut.-Governor of B.C.*

Honorable Secretary of State.

16TH APRIL, 1879.

MEMORANDUM,—The undersigned represents that on a memorandum from the Chief Engineer of the Canadian Pacific Railway dated 29th May, 1873, an Order in Council was passed 7th June, 1873, fixing Esquimalt, on Vancouver Island, as the terminus of that railway in British Columbia.

That subsequently, 25th March, 1875, an Order in Council was passed authorizing the Dominion Government to notify the Government of British Columbia, that it would be necessary that the Legislature of that Province then in Session, should pass an Act setting apart such extent of public lands along the line of the railway in Vancouver Island, in the manner set forth by the 11th paragraph of the terms of agreement of the Union.

That on the 23rd of May, 1878, the late Government, had another Order in Council passed, cancelling that of 7th June, 1873 (which fixed the terminus at Esquimalt), but no reason appears to have been given for their action in the matter, nor is there any mention made of the Order in Council of 25th March, 1875, which provides for the appropriation of the necessary lands in Vancouver Island.

The undersigned would therefore recommend that in the absence of satisfactory reasons having been given for cancelling the Order in Council of May 23rd, 1878, cancelling it be annulled, and that of June 7th, 1873 be revived.

The undersigned would also recommend that a copy of this Report to Council, if approved, be furnished to the Honorable the Secretary of State for transmittal to the Government of British Columbia for their information.

Respectfully submitted,

CHARLES TUPPER, *Minister of Public Works.*

DEPARTMENT OF THE SECRETARY OF STATE, 24th April, 1879.

SIR,—I have the honor to transmit to you, herewith, for the information of your Government a copy of an Order of His Excellency the Governor General in Council on the subject of the terminus of the Canadian Pacific Railway in the Province of British Columbia.

I have &c., &c.,

J. C. AIKINS.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

COPY *of a Report of a Committee of the Honorable the Privy Conncil, approved by His Excellency the Governor General in Council on the 22nd April,* 1879.

On a memorandum, dated 16th April, 1879, from the Hon. the Minister of Public Works representing that on a memorandum from the Chief Engineer of the Canadian Pacific Railway, dated May 23rd, 1873, an Order in Council was passed June 7th, 1873, fixing Esquimalt, on Vancouver Island, as the terminus of that railway in British Columbia.

That subsequently, March 25th, 1875, an Order in Council was passed authorizing the Dominion Government to notify the Government of British Columbia that it would be necessary that the Legislature of that Province then in Session should pass an Act setting apart such extent of public lands along the line of the railway in Vancouver Island, in the manner set forth by the 11th paragraph of the terms of agreement of the Union.

That on the 23rd of May, 1878, the late Government had another Ordér in Council passed cancelling that of June 7th, 1873 which fixed the terminus at Esquimalt, but no reason appeared to have been given for their action in the matter, nor is there any mention made of the Order in Council of March, 25th, 1875, which provided for the appropriation of the necessary lands in Vancouver Island.

The Minister, therefore, recommends that in the absence of satisfactory reasons having been given for cancelling the Order in Council of June 7th, 1873, that the Order in Council of 23rd May, 1878, cancelling it be annulled, and that of June 7th, 1873 be revived.

He also recommends that a copy of his report to Council, if approved, be furnished to the Honorable the Secretary of State for transmission to the Government of British Columbia for their information.

The Committee submit the above recommendations for Your Excellency's approval.

Certified, W. A. HIMSWORTH, *C. P. C.*

GOVERNMENT HOUSE, VICTORIA, B.C., 15th May, 1879.

SIR,—I have the honor to asknowledge the receipt of your despatch, No. 1171 on 303, of the 24th ult., enclosing a copy of an Order of His Excellency the Governor General in Council, on the subject of the Canadian Pacific Railway in this Province.

I beg to inform you that I have referred a copy of your despatch and enclosure to my Executive Council.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

Hon. J. C. AIKINS, Secretary of State for Canada.

GOVERNMENT HOUSE, VICTORIA, B.C., 19th May, 1879.

SIR,—I have the honor to enclose to you, herewith, a copy of a Minute of my Executive Council having reference to the cancellation of the railway reservation on the mainland, made at the instance of the Dominion Government under Order of May, 1878.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut,-Governor of British Columbia.*

Hon. J. C. AIKINS, Secretary of State for Canada.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant Governor, on the 14th day of May,* 1879.

The Committee of the Council have had under consideration despatch of the 24th April, 1879, from the Hon. the Secretary of State, informing this Government that the Privy Council had by Minute of the 22nd April, 1879, cancelled their Order of the 23rd of May, 1878, and revived their Order of the 7th of June, 1873, which fixed the terminus of the Canadian Pacific Railway at Esquimalt, and they advise that the Dominion Government be at once requested to inform the Provincial Government whether the following reserve made for railway purposes, at the instance of the Dominion Government, under the said Order of May, 1878, shall be cancelled, as it is highly undesirable that the land should longer be withdrawn from settlement, that is to say, a tract of land beginning at English Bay, on Burrard Inlet, and following Fraser River to Lytton; thence by Thompson River valley to Kamloops; thence up the valley of the North Thompson, passing near Lakes Albreda and Cranberry to Tête Jaune Cache; thence up the Fraser River valley to the summit of the Yellow Head Pass, or the boundary between British Columbia and the North-West Territories. The Committee further advise that a copy of this Minute be forwarded to the Dominion Government.

Certified, THOMAS BASIL HUMPHREYS, *Clerk Executive Council.*

DEPARTMENT OF SECRETARY OF STATE, 2nd June, 1879.

SIR,—I am directed to acknowledge the receipt of your despatch, No. 42, of the 19th, enclosing a copy of a Minute of your Executive Council having reference to the concellation of the railway reservation on the mainlands of British Columbia, under the Order of His Excellency the Governor General of the 23rd May, 1878.

I have, &c.,

E. J. LANGEVIN.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

DEPARTMENT OF SECRETARY OF STATE, 18th June, 1879.

SIR,—With reference to your despatch, No. 42, of the 19th ultimo, and its accompanying Minute of your Executive Council, I have the honor to transmit to you, herewith, for the information of your Government, a copy of an Order of His Excellency the Governor General in Council, relative to the reservation of certain lands on the mainland of British Columbia for the purposes of the Canadian Pacific Railway.

I have, &c.,

J. C. AIKINS.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

COPY *of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council, on the* 12*th June*, 1879.

On a memorandum dated 10th June, 1879, from the Hon. the Minister of Railways and Canals, stating that he has had under consideration a communication dated 19th May, 1879, from the Lieutenant-Governor of British Columbia, enclosing a Minute of his Executive Council of the 14th May, 1879, in reference to the reservation of land on the mainland of British Columbia, between Burrard Inlet and Yellow Head Pass.

The Minister recommends that the Government of British Columbia be informed that the object of the Order in Council of the 22nd April, 1879, was simply to rescind the Order in Council of the 23rd May, 1878, so as to leave the Government free to adopt whichever route might appear in the public interst the most eligible.

That it is not proposed to release the reservation of land on either route, and it is felt that this will result in no serious inconvenience for the short period which will now elapse before the location of the railway will be finally established.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, *C.P.C.*

Hon. Secretary of State.

GOVERNMENT HOUSE, VICTORIA, B.C., 8th July, 1879.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 1693 on 303, of the 18th ultimo, enclosing a copy of an Order of His Excellency the Governor General in Council relative to the reservation of certain land on the mainland of British Columbia for the purpose of the Canadian Pacific Railway, and to inform you that I have referred your despatch and enclosure to my Executive Council for their consideration.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

Hon. J. C. AIKINS, Secretary of State, Ottawa.

DEPARTMENT OF SECRETARY OF STATE, 11th October, 1879.

SIR,—I am directed to transmit to you herewith copy of an Order in Council, dated the 4th instant, confirming the Order in Council of the 13th of July, 1878, defining the line of route of the Canadian Pacific Railway through British Columbia to a point on or near Burrard Inlet.

I have, &c.,

J. C. AIKINS.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 4th October*, 1879.

On the recommendation of the Hon. the Minister of Railways and Canals, the Committee advise that the Order in Council of the 13th July, 1878, defining the line of route of the Canadian Pacific Railway through British Columbia to a point on or near Burrard Inlet be confirmed.

Certified, W. A. HIMSWORTH, *C.P.C.*

Hon. Minister of Railways and Canals.

GOVERNMENT HOUSE, VICTORIA, B.C., 29th October, 1879.

SIR,—I have the honor to acknowledge the receipt of a despatch from the Under-Secretary of State, dated 11th instant, enclosing a copy of an Order in Council dated 4th instant, confirming the Order in Council of 13th July, 1878, defining the line of route of the Canadian Pacific Railway through this Province to a point on or near Burrard Inlet.

I have further the honor to inform you that I have caused a copy of the despatch and enclosure to be laid before my Ministers.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieutenant-Governor of British Columbia.*

Hon. Secretary of State, Ottawa.

By Telegram from Victoria, B.C.

OTTAWA, 31st October, 1879.

Please forward copy Order in Council, thirteenth July, 1878, referred to in despatch 11th instant, as defining route Pacific by British Columbia.

A. N. RICHARDS, *Lieutenant-Governor.*

Hon. Secretary of State.

13th November, 1879.

SIR,—In compliance with the request contained in your telegram of the 31st ultimo, I have the honor to transmit to you, herewith, a copy of an Order of His Excellency the Governor-General in Council, referred to in my letter of the 11th ultimo, on the subject of the route of the Canadian Pacific Railway.

I have, &c.,

J. C. AIKINS. *Secretary of State.*

To His Honor the Lieutenant-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., 3rd Decemher, 1879.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 2727 on 1672, of the 13th ultimo, enclosing a copy of an Order of His Exellency the Governor General in Council referred to in your letter of the 11th October last, on the subject of the route of the Canadian Pacific Railway.

I have further the honor to inform you that I have caused a copy of your despatch and enclosure to be handed to my Ministers for their information.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

Hon. J. C. AIKINS, Secretary of State, Ottawa.

COPY *of a Report of a Committee of the Honorable the Privy Conncil, approved by His Excellency the Governor General in Council, on the* 16*th December*, 1879.

On a memorandum dated 15th December, 1879, from the Hon. the Minister of the Interior referring to the appointment of the Hon. J. W. Trutch, C.M.G. by Order in Council of the 9th instant, as resident agent for British Columbia, part of his duties being to assist and advise the Department of the Interior in the administration of the railway lands in that Province.

The Minister recommends that the Government of British Columbia be now requested to take steps, without unnecessary delay, to convey to the Dominion Government the lands for twenty miles on each side of the railway line in the said Province, persuant to the eleventh section of the terms of Union between British Columbia and the Dominion, and in accordance with the location of the railway as described in the Order in Council of the 4th October last, a copy of which has been transmitted to the said Government.

The Committee submit the above recommendation for your Excellency's approval.

Certified, J. O. COTÉ, *Asst. C.P.C.*

Hon. Secretary of State.

DEPARTMENT OF SECRETARY STATE, OTTAWA, 9th January, 1880.

SIR,—Referring to previous correspondence upon the subject of the line of route of the Canadian Pacific Railway through British Columbia, I have the honor to request that steps may be taken by your Government, without unnecessary delay, to convey to the Dominion Government the lands for twenty miles on each side of the railway line in the said Province, pursuant to the eleventh section of the terms of Union between British Columbia and the Dominion, and in accordance with the location of the railway as described in the Order in Council of the 4th of October last, a copy of which was transmitted to you with Mr. Under-Secretary Langevin's letter of the 13th of that month.

I have, &c.,

J. C. AIKINS, *Secretary of State.*

To His Honor the Lieut.-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., 30th January, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 9th inst., requesting that steps may be taken by my Government, with as little delay as possible, to convey to the Dominion Government the lands for twenty miles on each side of the railway line through this Province, pursuant to the eleventh section of the terms of Union between this Province and the Dominion, and in accordance with the location described in the Order in Council of the 4th October last.

I have further the honor to inform you that I have caused a copy of your despatch to be referred to my Executive Council for their consideration.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

Hon. J. C. AIKINS, Secretary of State.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the* 25*th February,* 1880.

On a memeorandum dated 18th February, 1880, from the Hon. the Minister of the Interior, bringing to the notice of Your Excellency in Council the fact that so far as he is aware, no action has been taken by the Government of British Columbia towards conveying to the Dominion the lands for railway purposes agreed to be transferred by the Province to Canada, under section 11 of the "terms and conditions of Union," in compliance with the Order in Council of the 16th of December last, a copy of which was duly transmitted to the Government of said Province.

The Minister recommends that the Government of British Columbia be again communicated with, and requested to comply with the terms of the said Order in Council, and that the necessary legislation with such view may be obtained during the ensuing Session of the Legislative Assembly.

The Minister further recommends in connection with this subject, that the Government of British Columbia be informed that the Hon. J. W. Trutch, C.M.G., has been appointed a confidential agent of the Dominion in that Province, and is fully authorized to represent the Government in all communications verbal or otherwise with the Government of the Province on the subject of the adjustment and transfer o the land grant for railway purposes set forth in the "terms and conditions of Union," and that Mr. Trutch is accordingly duly accredited to the Government of British Columbia with such view.

The Committee concur in the foregoing recommendations and submit the same for Your Excellency's approval, it being understood that all such arrangements before being finally concluded be sanctioned by the respective Governments.

Certified, J. O. COTÉ, *C.P.C.*

Hon. Secretary of State.

3rd March, 1880.

SIR,—I have the honor to inform you that, so far as this Government is aware, no action has been taken by the Government of British Columbia towards conveying to the Dominion the lands for railway purposes agreed to be transferred by that Province to Canada under section 11 of the "terms and conditions of Union," in compliance with the request contained in my letter of the 9th ult.

I have, therefore, to request that the early attention of your Government may be called to the subject, with a view to a compliance with the terms of my letter above cited, and to the necessary legislation to that end being obtained during the ensuing Session of the Legislative Assembly.

I have further to inform you in connection with this subject, that the hon. J. W. Trutch, C.M.G., has been appointed a confidential agent of the Dominion in the Province of British Columbia, and is fully authorized to represent the Dominion Government in all communications verbal or otherwise with the Government of that Province on the subject of the adjustment and transfer of the land granted for railway purposes set forth in the terms and conditions of Union, and that Mr. Trutch is accordingly duly accredited to the Government of British Columbia with that view.

Yours, &c.,

J. C. AIKINS, *Secretary of State.*

To His Honor the Lieutenant-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., March 27th, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 3rd inst., requesting my Government to convey to the Government of the Dominion, the lands for railway purposes agreed to be transferred by this Province to Canada, under section 11 of the "terms and conditions of Union" and further informing me of the appointment of the Hon. J. W. Trutch, C.M.G., as confidential agent of the Dominion in this Province.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

GOVERNMENT HOUSE, VICTORIA, B.C., April 1st, 1880.

SIR,—I have the honor to enclose a copy of a Minute of my Executive Council, dated 27th ultimo, by which you will see that the necessary steps will be taken at the ensuing Session of the Legislature, to convey to the Dominion Government the railway lands on the mainland alluded to in your despatch of the 3rd ultimo.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

Hon. J. C. AIKINS, Secretary of State, Ottawa.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 27th day of March,* 1880.

The Committee of Council advise that the Dominion Government be informed that the legislation necessary to transfer the railway lands on the mainland, alluded to in the despatch of the Hon. the Secretary of State, dated the 3rd day of March, 1880, will be undertaken at the ensuing Session of the Legislature.

Certified, THOS. B. HUMPHREYS, *Clerk of the Executive Council.*

GOVERNMENT HOUSE, VICTORIA, 11th October, 1880.

SIR,—I have the honor to enclose to you, herewith, a copy of a Minute of my Executive Council, dated the 4th day of October, instant, inviting the attention of the Dominion Government to the representation made by this Government regarding the commencement of the Island Section of the Canadian Pacific Railway not later than next spring and respectfully requesting that this Government be informed of the arrangement made by the Dominion Government for carrying out the above object.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieut.-Governor of British Columbia.*

Hon. Secretary of State, Ottawa.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 4th day of October,* 1880.

The Committee of Council deem it advisable that the attention of the Dominion Government be earnestly invited to the official representation made by this Government respecting the expediency of the Island Section of the Canadian Pacific Railway being commenced not later than next Spring, and that the Dominion be respectfully urged to make such arrangements as may be required to commence and vigorously prosecute the work in the early part of the coming year.

The Committee advise that the Dominion Government be also respectfully requested to inform this Government of their arrangement for carrying out the above object, and that a copy of this Order (if approved) be forwarded to the Hon. the Secretary of State.

Certified, T. B. HUMPHREYS, *Clerk of the Executive Council.*

28th September, 1880.

GOVERNMENT HOUSE, VICTORIA, 16th October, 1880.

SIR,—I have the honor to enclose to you herewith a copy of a Minute of my Executive Council dated the 14th day of October instant, authorizing the Hon. A. DeCosmos, M.P., to press upon the Dominion Government the importance of their carrying out their agreement, to construct the Island Sections of the Canadian Pacific Railway, to point out the advantage to be gained therefrom as well as the serious injuries sustained by the Province in consequence of the withdrawal from sale and settlement for the past seven years of the extensive area of valuable lands along the east coast of Vancouver Island.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieutenant-Governor of British Columbia.*

Hon. Secretary of State, Ottawa.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the* 14*th day of October*, 1880.

The Committee of Council are of opinion, that the interests of the Province require that some person resident at Ottawa, should be authorized on behalf of this Government, to press upon the Dominion Government the importance of their carrying out their agreement to construct the Island Section of the Canadian Pacific Railway, and at the same time to point out the commercial and economic value of the work, as well as the serious injury sustained by the Province, by the withdrawal from sale and settlement for the past seven years, at the instance of the Dominion Government, of the extensive area of valuable lands along the east coast of Vancouver Island without even the compensating advantages of railway construction, aside from the larger question of wealth and prosperity involved in its completion.

That such authority should be given at once so as to afford ample time and opportunity to the Dominion Government, to make their arrangements for proceeding actively with the work, and without further delay.

The Committee, therefore, advise that the Hon. A. DeCosmos, M.P., who is now, it is believed, in Ottawa, receive such authority, and that he be requested upon his accepting the same, to report the result of his proceedings to this Government from time to time.

It is further advised that copies hereof (if approved) be forwarded to the Hon. the Secretary of State and to the Hon. Mr. DeCosmos.

Certified, T. B. HUMPHREYS, *Clerk of the Executive Council.*

25th October, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 11th instant, enclosing a copy of the Minute of your Executive, dated the 4th of that month, inviting the attention of the Dominion Government to the representation made by your Government regarding the commencement of the Island Section of the Canadian Pacific Railway not later than next spring, and also requesting that your Government may be informed of the arrangement made by the Dominion Government for carrying out that object.

I have, &c.,

J. C. AIKINS, *Secretary of State.*

To His Honor The Lieutenant-Governor of British Columbia, Victoria.

4th November, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 16th ultimo, enclosing copy of a Minute of your Executive Council of 14th ultimo, authorizing the Hon. A. DeCosmos, M.P., to press upon the Dominion Government the importance of their carrying out their agreement to construct the Island Section of the Canadian Pacific Railway, to point out the advantages to be gained therefrom, as well as the serious injuries sustained by the Province in consequence of the withdrawal from sale and settlement, for the past seven years, of the extensive area of valuable lands along the east coast of Vancouver Island.

I have, &c.,

J. C. AIKINS, *Secretary of State.*

To His Honor The Lieutenant-Governor of British Columbia, Victoria.

RETURN

(21*l*)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—

For copies of any Report, Letters, Memoranda, Petitions, Telegrams and Documents whatsoever, which have passed between the Department of the Interior, at Ottawa, and the Dominion Lands Office at Winnipeg, or the President of the Colonization Society of Manitoba, respecting the grant to or exchange of the Reserve Lands of the said Society ; and also respecting the difficulties which arose in 1878 in connection with the settlement of Taché Township, and the indemnity claimed from the Dominion Government by the said Society.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
17th March, 1881.

Secretary of State.

RETURN

(21*m*)

To an ADDRESS of the HOUSE of COMMONS, dated the 9th February, 1881 ;—

For copies of all Correspondence, Papers and Orders in Council, respecting the Claim of Settlers on lands set apart for the Hamilton Colonization Company, in the Bird Tail Land District, to be allowed to take up their pre-emptions on odd or even-number sections at one dollar per acre ; and for all Correspondence, Papers and Orders in Council, respecting the admission of other Settlers to similar privileges.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
March, 1881.

Secretary of State.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.*]

RETURN

(21*n*)

To an ADDRESS of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all Orders in Council, Correspondence, Contracts, Agreements, Stipulations, or any other Communications whatever, by which the Government have set apart Reservations of the public lands of Manitoba for the benefit of the French or English Half-breeds, or Indian population, who were residents previous to the time the Dominion held control of the North-West Territory, formerly held by the Hudson Bay Company, the dates at which said Reservations were made, the extent of the said Reservations, and the reasons why large tracts were unsettled, and are, nevertheless, locked up against settlement by the ordinary immigrants to the Province of Manitoba; also, copies of all Orders in Council, Contracts, Agreements, Stipulations, or any other Communications by which the Public Lands in the Province of Manitoba and the Territories of the Dominion have been set apart, granted, sold or given away to Steamship Companies, Mennonites, Icelanders, or Colonists of any other nationality. This Return to include all said information between 1st January, 1870, and the 12th March, 1879.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
18th March, 1881.

RETURN

(21*o*)

To an ADDRESS of the HOUSE OF COMMONS, dated 28th February, 1881:—For a copy of all Reports, Correspondence and Telegrams between Mr. J. W. Trutch and the Government, respecting Railway Lands in British Columbia.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
18th March, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

MESSAGE.

(22.)

LORNE.

The Governor General transmits to the House of Commons, in accordance with Act 34 Vic., Cap. 6, Sec. 10, three approved Minutes of Council relating to the Administration of Savings Banks, and to the computation of the rates of Interest allowed on Deposits in such Banks, &c., &c.

GOVERNMENT HOUSE,
OTTAWA, 14th December, 1880.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the* 19*th June,* 1880.

On a Report, dated 17th June, 1880, from the Hon. the Minister of Finance, stating that he has had under consideration the subjects of the Bonds given by the Agents of Savings Banks, and recommending that an examination of the Bonds be made on the 30th June instant, and that the following be the scale to be adopted for the future:

1. When the balance on the 30th June is $25,000 and under, the Agent to give bond in himself for $1,000 and two sureties of $1,000 each, or a Guarantee Company's bond for $3,000.

2. When the balance on the same date is over $25,000 and under $50,000, the Agent to give a bond of $1,500 in himself and two sureties of $1,500 each, or a Guarantee Company's bond for $4,500.

3. When the balance on the same date is over $50,000, the Agent to give bonds in himself for $2,000 and two sureties for $2,000 each, or a Guarantee Company's bond for $6,000.

The Minister further recommends that, if practicable, the preference be given bonds guaranteed by some company.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ,
Clerk, Privy Council.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 4th September*, 1880.

On a Report, dated 2nd September, 1880, from the Hon. the Minister of Finance, stating that he has had under consideration the rates now paid by the Government to Savings Bank depositors, and to holders of inscribed stock, and in consideration of the fact that many of the Canadian Chartered Banks have reduced their rates, he is of opinion that the time has arrived when it is desirable in the public interest to make the following changes, which he recommends to the favorable consideration of Council:

1. That from and after the 31st October next, (that being the date on which the half-yearly interest becomes payable,) the 5 per cent. B stock list be closed.

2. That from and after the 30th instant, the second clause of the rules for the management of Savings Banks under the Act 34 Vic., cap. 6, and sanctioned by Order in Council of December, 1871, be cancelled, and that the following be substituted therefor:—

"Interest calculated yearly at the rate of four dollars per cent. per annum, shall "be allowed on deposits, and shall be computed from the first day of the calendar "month next following the day on which the deposit is made up to the first day of "the calendar month in which moneys are withdrawn."

The Committee submit the Report of the Minister of Finance for Your Excellency's approval.

Certified, J. O. COTÉ,
Clerk, Privy Council.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 25th November*, 1880.

22nd Nov., 1880. On the recommendation of the Honorable the Minister of Finance, the Committee advise that the provisions of the Order in Council of the 24th December, 1877, as far as they relate to the balances of deposits in Savings Banks under the jurisdiction of the Finance Department, be cancelled, and that, until further ordered, the following rules be substituted therefor:—

1. In existing accounts where the balances exceed $3,000, no further deposit to be received until the accounts may by withdrawals fall below $3,000, and then deposits only to be received as would make the balances of such accounts $3,000 only.

2. In all new accounts hereafter opened the balances are not to exceed $3,000.

Certified, J. O. COTÉ,
Clerk, Privy Council.

RETURNS TO ORDERS

OF THE

HOUSE OF COMMONS

RELATING TO THE

CANADIAN PACIFIC RAILWAY

SHEWING THE LOCATION OF THE LINE, THE SEVERAL CONTRACTS ENTERED INTO, AND WHAT PROGRESS HAS BEEN MADE, &c., &c.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET,
1881.

CANADIAN PACIFIC RAILWAY.

(23)

OFFICE OF THE ENGINEER-IN-CHIEF,

OTTAWA, December 7th, 1880.

SIR,—At the request of the Hon. the Minister of Railways and Canals, I have the honor to submit a carefully prepared estimate of the probable cost of constructing the sections of the Canadian Pacific Railway lying between Prince Arthur's Landing and Selkirk; the Pembina Branch, extending from Selkirk to Emerson; and from Kamloops to Port Moody, British Columbia, including station-houses and water tanks,

This estimate is made on the basis upon which the works are now being carried out.

I have the honour to be, Sir,

Your obedient servant,

(Signed) COLLINGWOOD SCHRIEBER,
Engineer-in-Chief

F. BRAUN, Esq.,
Secretary, Department of Railways and Canals.

MEMORANDUM of ESTIMATED COST of constructing the following sections of the CANADIAN PACIFIC RAILWAY.

		$	$
Prince Arthur's Landing to Fort William	Rails and laying	23,000	
	Purchase	12,000	
			35,000
Fort William to English River	Rails	850,000	
	Grading, etc	1,885,000	
			2,735,000
English River to Eagle River	Rails	580,000	
	Grading, etc	2,000,000	
			2,580,000
Eagle River to Keewatin	Rails	300,000	
	Grading, etc	3,200,000	
			3,500,000
Keewatin to Selkirk	Rails	970,000	
	Grading, etc	3,530,000	
			4,500,000
Station houses, 2 engine houses and water service			230,000
Prince Arthur's Landing to Selkirk			13,580,000
Pembina Branch	Rails	700,000	
	Grading, etc	700,000	
	Station house and water service	68,000	
			1,468,000
Prince Arthur's Landing to Selkirk and Pembina Branch			15,048,000
Kamloops to Emory's	Rails	770,000	
	Grading, etc	7,100,000	
	Station house and water service	80,000	
			7,950,000
Emory's to Port Moody	Rails	540,000	
	Grading	2,470,000	
	Station houses and water service	90,000	
			3,100,000
Miscellaneous payments		302,000	
Engineering on construction		1,600,000	
			1,902,000
	Total		28,000,000

CANADIAN PACIFIC RAILWAY—Statement of Expenditure to 30th November, 1880.

	$ cts.	$ cts.
Total Expenditure to 30th June, 1879	12,444,237 10	
Expenditure during fiscal year ended 30th June, 1880	4,044,627 60	
Total Expenditure to 30th June, 1880		16,488,864 70
Expenditure for 5 months ended 30th November, 1880		2,111,537 66
Total Expenditure to 30th November, 1880		18,600,402 36

RETURN

(23*a*)

To an Order of the House of Commons, dated 13th December, 1880;—

For copies of all offers made to the Government for the construction of a line of Railway from any part of the proposed Canada Pacific Railway Line to Sault Ste. Marie.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
22nd December, 1880.

Toronto, 3rd December, 1880.

Sir,—I have the honour, on behalf of the Sault Ste. Marie Railway Company, to request the consideration of the Government of the following proposal:—

This Company offers to construct a line of railway, under their charter, from South East Bay, Lake Nipissing, to Sault Ste. Marie, for a subsidy of $12,000 in cash per mile, or a subsidy of $4,000 in cash and 4,000 acres of land per mile, such land to be of the same character and situated in as favorable localities as the lands appropriated for the construction of the Canadian Pacific Railway in the North-West. So much of this line as can be made available for the main line of the Canadian Pacific may be used for that purpose on such terms and in such manner as the Governor in Council may determine. This Company will agree, in consideration of subsidy, to place all connecting railway lines on terms of absolute equality on their line in respect of running powers, rates and traffic facilities of all kinds; and to submit to such conditions as may be imposed by the Governor in Council for the prevention of any preference or discrimination whatever in favour of any one connecting company over another, and further to accept such special rates for the transport of migrants and their effects as the Government may fix from to time with a view to the settlement of the North-West. The line to be commenced within twelve months and completed in three years from this date.

On the acceptance of this offer, ample security will be furnished to the Government for the completion of the Railway.

I have the honor to be, Sir,
Your obedient servant,

FRANK SMITH,
President Sault Ste. Marie Railway Co.

To Hon. Sir Charles Tupper, K.C.M.G.,
Minister of Railways and Canals, Ottawa.

COPIES

(23*b*)

Of Contracts for the Canadian Pacific Railway, laid before the House of Commons, in terms of Section 19 of the Act 37 Victoria, chapter 14.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

RETURN

(23*c*)

To an ADDRESS of the HOUSE OF COMMONS, dated 13th December, 1880;—

For a copy of the Royal Commission issued to Messrs. Clark, Keefer and Miall, to enquire into certain Public Matters, together with any Instructions, reduced to writing, relating to the same; also, the Salaries allowed to the said Commissioners, the Amount so far Paid to each, and the Cost of the Commission up to date.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
22nd December, 1880.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 22nd May*, 1880.

On a Memorandum dated 20th May, 1880, from the Honorable the Minister of Railways and Canals, reporting that an expenditure has been incurred from the month of April, A.D. 1871, down to the 31st day of December last, and charged to the account of the Canadian Pacific Railway, amounting to the sum of $14,287,824.00. That two changes of Government have taken place during that period, and that the Chief Engineer was absent in England during seventeen months, during which period Mr. Marcus Smith acted as Chief Engineer.

That important questions have arisen and become the subject of discussion both in and out of Parliament touching the propriety of and responsibility for large expenditures connected with this work. That allegations have been made as to divers irregularities and extravagances, neglects and other derelictions of duty on the part of the officers and others employed on the said work; and that sundry irregularities and improprieties have taken place in the obtaining of contracts and the performance of the same.

The Minister states that he is therefore of opinion that it is of great public importance and for the public good, that all the facts connected with such work and the prosecution thereof should be thoroughly investigated and carefully ascertained, and he therefore recommends that a Royal Commission be issued to three gentlemen of high character and ability and recognized professional attainments, who shall be authorized to summon and examine on oath, under the Act 31 Vict., cap. 38, all parties who they may think it expedient to bring before them for the purpose of the said investigation and inquiry, and to report fully from time to time, all matters that they may think it right and proper for them to report under their commission, and especially their conclusions as to the mode in which such work has been carried on, both from an engineering and financial point of view, and the proper discharge of

their duties by all officials and others in relation to the Canadian Pacific Railway from its inception to the present time, and also as to the manner in which all contracts have been executed on the said work and payments made for the same.

The Committee concur in the foregoing recommendation and submit the same for Your Excellency's approval.

Certified.

(Signed) J. O. COTE, *C.P.C.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 16th June,* 1880.

On a Memorandum dated 14th June, 1880, from the Honorable the Minister of Railways and Canals, having reference to the Order in Council of the 22nd May, 1880, whereby authority was given for the issue of a Royal Commission for the investigation under the Act 31 Vict., cap. 38, of certain allegations and expenditures in connection with the Canadian Pacific Railway, and recommending that the three gentlemen mentioned be appointed Commissioners as aforesaid, namely: George M. Clark, Esquire, Junior Judge of the United Counties of Northumberland and Durham, Samuel Keefer, Esquire, Civil Engineer, and E. Miall, Esquire, Junior, Assistant Commissioner, Inland Revenue Department.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed) J. O. COTE, *C.P.C.*

(LORNE.)

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern,

GREETING:—

Whereas, it appears from a Report of our Minister of Railways and Canals of Canada, bearing date on or about the twentieth day of May, in the year of Our Lord one thousand eight hundred and eighty, among other things, that an expenditure has been incurred from the month of April, in the year of Our Lord one thousand eight hundred and seventy-one, down to the thirty-first day of December, in the year of Our Lord one thousand eight hundred and seventy-nine, and charged to the account of the Canadian Pacific Railway, amounting to the sum of fourteen millions two hundred and eighty-seven thousand eight hundred and twenty-four dollars; that two changes in the Government of Canada have taken place during that period, that important questions have arisen and become the subject of discussion both in and out of the Parliament of Canada, touching the propriety of, and responsibility for large expenditures connected with this work, that allegations have been made as to divers irregularities and extravagancies, neglects and other derelictions of duty on the part of the officers and others employed in the said work, and that sundry irregularities and improprieties have taken place in the obtaining of contracts for portions of said work and in the performance of the same.

And whereas, we deem it expedient in the interest of, and as connected with the good government of Canada to cause enquiry to be made into and concerning all the facts connected with such work, and the conduct and prosecution thereof from its inception to the present time.

Now know ye, that we, by and with the advice of our Privy Council for Canada, do by these presents nominate, constitute and appoint George M. Clark, Esquire, Junior Judge of the United Counties of Northumberland and Durham, Samuel Keefer, Esq., Civil Engineer, and Edward Miall, Esquire, Junior, Assistant Commissioner, Inland Revenue Department, Commissioners to make enquiry into and concerning all the facts connected with, and the condnct and prosecution of the Canadian Pacific Railway from its inception to the present time. And we do hereby authorize and require them to report fully from time to time, all matters that they may think it right and proper for them to report under their Commission, and especially their conclusions as to the mode in which such work has been carried on, both from an engineering and financial point of view, and the proper discharge of their duties by all officials and others in relation to the said railway, and also as to the manner in which all contracts have been obtained and executed on the said work, and as to the payments made for and in respect of said work.

And we do hereby, under the authority of an Act of the Parliament of Canada, passed in the thirty-first year of our reign, chaptered thirty-eight, and intituled: "An Act respecting enquiries concerning public matters," confer upon the said Commissioners the power of summoning before them any party or witnesses, and of requiring them to give evidence on oath, orally or in writing (or on solemn affirmation if they be parties entitled to affirm in Civil matters), and to produce such documents and things as such Commissioners deem requisite to the full investigation of the matters into which they are appointed to examine. And we do order and direct that the said Commissioners report to our Secretary of State of Canada, from time to time, or in one report as they may think fit, the results of their enquiry.

In testimony whereof, we have caused these our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed: Witness, Our Right Trusty and Well Beloved Councillor, SIR JOHN DOUGLAS SUTHERLAND CAMPBELL, commonly called the Marquis of Lorne, Knight of Our most ancient and most noble Order of the Thistle, Knight Grand Cross of Our most distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice Admiral of the same.

At our Government House, in our City of Ottawa, this sixteenth day of June, in the year of Our Lord one thousand eight hundred and eighty, and in the forty-third year of our reign.

By Command,

(Signed) J. C. AIKINS,
Secretary of State.

(Signed) Z. A. LASH,
Deputy of the Minister of Justice, Canada.

OTTAWA, 21st December, 1880.

SIR,—I have the honor to enclose the Return to an Order of the House of Commons, dated the 13th December, 1880, for a statement of the salaries allowed to the Canadian Pacific Railway Commissioners, the amount so far paid to each, and the cost of the Commission to date.

I have the honor to be, Sir, your obedient servant,

W. R. BAKER,
For the Deputy Minister of Finance.

The Under-Secretary of State.

PACIFIC RAILWAY COMMISSION,
OTTAWA, 21st December, 1880.

SIR,—Mr. Miall informs me that on the day I left for Pembroke he received an official communication from you, addressed to me; that he complied with the request in this communication by transmitting to the Auditor-General a detailed statement of the disbursements of the Canadian Pacific Railway Commission from the date of appointment to the 13th December instant.

Adverting to the terms of the Order of the House to which you refer, I think it well to inform you that the Commissioners have not been told the rate of compensation they are to receive for their services.

The amount drawn by them as shown in column No. 4, is confined to their disbursements on account of actual expenditure incurred.

It must be understood therefore that the statement thus furnished is not, preperly speaking, a statement of the cost of the Commission to date, but only of the actual disbursements made, under the respective headings set for them therein.

I have the honor to be, Sir, your obedient servant,

(Signed) NICHOLAS FLOOD DAVIN,
Secretary.

The Deputy Minister of Finance.

CANADIAN PACIFIC RAILWAY COMMISSION.

Detailed Statement of Disbursements to the 13th December, 1880.

No of Cheque.	Date.	To whom paid.	On what account.	On account of railway fares and other expenses by Commissioners.	Compensation to subordinate employees.	On account of official reporting.	On account of services and travelling expenses of Secretary.	On account of witnesses, service, fees, &c.	Stationery and sundries.	On account of per diem allowance.	Total.
	1880.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
a 1	Aug. 9...	J. F. Brown	Accountant		10 00						10 00
a 2	do 11...	C. Miles	Messenger		41 66						41 66
a 3	do 17...	H. R. Ruttan	Witness fees and expenses					4 00			4 00
a 4	do 17...	J. F. Brown	Accountant		75 00						75 00
a 5	do 17...	J. Thirkell	Witness fees and expenses					15 00			15 00
a 6	do 17...	Hudspeth & Co	Fees and expenses					13 00			13 00
a 7	do 18...	N. F. Davin	Secretary				200 00				200 00
1	do 20...	S. Keefer	On account of expenses	300 00							300 00
2	do 20...	G. M. Clarke	do do	350 00							350 00
3	do 20...	E. Miall	do do	200 00							200 00
4	do 21...	Holland Brothers	Reporters			200 00					200 00
5	do 25...	C. Miles	Messenger		35 00						35 00
6	do 25...	C. O. Palmer	Accountant		50 00						50 00
7	do 25...	J. F. Brown	do		50 00						50 00
8	do 25...	N. F. Davin	Secretary				150 00				150 00
9	do 30...	do	do				200 00				200 00
10	Sept. 11...	H. Carre	Fees and expenses					30 00			30 00
11	do 15..	R. Pringle	Account of expenses					80 15			80 15
12	do 15...	E. Miall	do do	100 00							100 00
13	do 21...	Express Co	Charges on books, &c						6 20		6 20
14	do 22...	J. F. Brown	Accountant		120 00						120 00
15	do 22...	N. F. Davin	Secretary				150 00				150 00
16	do 24...	Holland Brothers	Reporting			150 00					150 00
17	do 24...	do	do			100 00					100 00
18	do 27...	H. O'Donnell	Witness fees and expenses					30 00			30 00
19	do 28...	R. R. Pringle	do do					51 00			51 00
20	do 28...	do	On account of expenses					100 00			100 00
21	do 28...	do	do do					58 15			58 15
22	Oct. 2...	G. M. Clark	do do	500 00							500 00
23	do 5...	J. St. V. Caddy	Witness fees and expenses					70 00			70 00
24	do 6...	E. Miall	On account of expenses	200 00							200 00
25	do 6...	N. F. Davin	Witness fees					25 00			25 00
26	do 6...	S. Keefer	On account of expenses	200 00							200 00

27	do	7...	J. Parr	Cartage						1 50		1 50
28	do	8...	E. W. Jarvis	Professional services		50 00						50 00
29	do	9...	— Corcoran	Carpentering						1 50		1 50
30	do	9...	J. H Ashdown	Sundries						2 50		2 50
31	do	9...	A. Taylor	Stationery						13 30		13 30
32	do	9...	Western Telegraph Co..	Telegraphing						29 38		29 38
33	do	9...	N. F. Davin	Witness fees					30 00			30 00
34	do	9...	do	Secretary				100 00				100 00
35	do	9...	H. Robinson	Messenger		48 00						48 00
36	do	9...	C. O. Palmer	Accountant		50 00						50 00
37	do	9...	J. B Bell	Fees and expenses					2 50			2 50
38	do	9...	F. W. Robinson	Carriage						1 00		1 00
39	do	9...	Holland Brothers	Reporting			50 00					50 00
40	do	9...	— McMicken	Cartage						4 00		4 00
41	do	11...	J. McKay	Carpentering						2 00		2 00
42	do	11...	Cab-hire							1 50		1 50
43	do	11...	E. Miall	Account of expenses	100 00							100 00
44	do	11...	R. Pringle	do do					108 10			108 10
45	do	11...	W. B. Litle	Witness fees and expenses					10 10			10 10
46	do	11...	— White	do do					8 00			8 00
47	do	29...	E. Miall	Account of expenses	100 00							100 00
48	do	29...	C. Miles	Messenger		20 83						20 83
49	do	29...	C. O. Palmer	Accountant		150 00						150 00
50	do	29 .	J. F. Brown	do		150 00						150 00
51	Nov.	4...	J. Cooper	Fees and expenses					3 00			3 00
52	do	4...	Holland Brothers.	Reporting			500 00					500 00
53	do	5...	E. Miall	Allowance							400 00	400 00
54	do	6...	J. N. Smith	Witness fees and expenses					25 00			25 00
55	do	9...	A. Mortimer	Stationery						31 40		31 40
56	do	9...	N. F. Davin	Secretary				250 00				250 00
57	do	9...	Hope & Co	Stationery						24 80		24 80
58	do	8..	Beatty & Co	Witness fees and expenses.					25 00			25 00
59	do	8...	do	do do					25 00			25 00
60	do	8...	do	do do					25 00			25 00
61	do	8...	do	do do					30 00			30 00
62	do	8...	do	do do					30 00			30 00
63	do	10...	S Keefer	Account of expenses	300 00							300 00
64	do	10...	G. M Clark	do do	100 00							100 00
65	do	10...	E. F. Falls	Sundries						6 00		6 00
66	do	12...	Beatty & Co.	Witness fees and expenses					25 00			25 00
67	do	12...	do	do do					35 00			35 00
68	do	16...	Sheriff Chauveau	do do					10 00			10 00
69	do	16...	J. Haggart	do do					10 00			10 00
70	do	19...	F. Nicholson	do do					10 00			10 00
71	do	19...	J. Waddell	do do					9 00			9 00
72	do	19...	N F. Davin	do do					8 00			8 00
73	do	19...	Sheriff, Lanark	Not used								Nil.
74	do	19...	Beatty & Co	Witness fees and expenses					25 00			25 00
75	do	25...	do	do do					25 00			25 00

CANADIAN PACIFIC RAILWAY COMMISSION—*Concluded.*

Detailed Statement of Disbursements to the 13th December, 1880.

No. of Cheque.	Date.	To whom paid.	On what account.	On account of railway fares and other expenses by Commissioners.	Compensation to subordinate employees.	On account of official reporting.	On account of services and travelling expenses of Secretary.	On account of witnesses, service, fees, &c.	Stationery and sundries.	On account of per diem allowance.	Total.
	1880.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
76	Nov. 25...	Sheriff Chauveau..	Fees					3 50			3 50
77	do 25...	J. Davidson	Fees and expenses					5 00			5 00
78	do 25...	S. Keefer	Expenses	100 00							100 00
79	do 29...	N. F. Davin	Secretary				30 00				30 00
80	Dec. 1...	do	do				30 00				30 00
81	do 2...	Holland Brothers	Reporting			500 00					500 00
82	do 3...	Beatty & Co.	Witness fees and expenses					26 72			26 72
83	do 3...	C. Miles	Messenger		41 66						41 66
84	do 3...	N. F. Davin	Secretary				50 00				50 00
85	do 6 ..	C. O. Palmer	Accountant		150 00						150 00
86	do 6...	J. F. Brown	do		120 00						120 00
87	do 7...	N. F. Davin	Fees and expenses					6 00			6 00
88	do 8...	F. Nicholson	do do					45 00			45 00
89	do 13...	G. M. Clark	Account of expenses	200 00							200 00
90	do 13...	S. Keefer	do do	100 00							100 00
91	do 13...	C. O. Palmer	Accountant		100 00						100 00
		Total		2,850 00	1,262 15	1,500 00	1,160 00	1,041 22	125 08	400 00	8,338 45

RETURN

(23*d*)

To an ORDER of the HOUSE of COMMONS, dated 16th December, 1880:—For Copies of any Reports or Surveys made since last Session, on the line from South East Bay to Sault Ste. Marie, or on the line between South East Bay and Thunder Bay.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
23rd December, 1880.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 20th December, 1880.

SIR,—I beg to submit a condensed report descriptive of the probable Route for a line of Railway between South East Bay of Lake Nipissing and Prince Arthur's Landing.

The line will commence at the termination of the Canada Central Extension, subsidized by the Government, near the South East Bay of Lake Nipissing and follow generally the course of the Sturgeon River. It is found that the country is in many places broken and rocky, with some level reaches of land, and boulders and sandy loam and swamps. The alignment will be fair and the grades easy to the 20th mile or to the base of the Taylor Hill. This rough ground, extending over four miles, will be overcome by crossing it in a diagonal direction, requiring grades of 1 per 100 in a number of places. The cuttings will be moderately heavy, and generally in rock.

From the 24th to the 52nd mile, the line will tread to the northward, and follow the Smoke River Valley; up to the 63rd mile, the country is very level, and the line will be easy of construction.

From the 63rd to the 112th mile, it was found that the valley of the Sturgeon River afforded the best location for the railway; it involves, however, three crossings of the river, the last being to the east, being at the 112th mile below Paul's Lake. The line thence runs north-westerly, winding between a number of lakes over the height of land to Wahnapitae River, which it reached at the 121st mile. Further and careful explorations will be required in order to obtain an easy line over this height of land. From the 121st mile, the line was continued up the valley of the Wahnapitae, crossing the river at the 124th, 133rd, 136th, and 140th miles, thence following the left bank of the river, which is here but a small stream, the line once again crosses to the right bank, and in a north-westerly direction reaches the southern shore of Phkegamie Lake and continues near this lake to the 146th mile. Thence passing to the north of Rijiwagamissing Lake and south of Obikuminiga Lake, crosses the river Ojasing near its mouth at the 163rd mile. Hence for twelve miles through a generally level country to a crossing of the Ebawquassee River, from which, in a northerly direction, over a rough country to the 179th mile—the junction with Mr. Gamsby's exploration.

The timber from the 63rd to the 120th mile consists chiefly of white pine, spruce, birch, tamarac, balsam and maple; and from the 120th mile to the 179th mile, of spruce, pitch pine, white and red pine, balsam and some tamarac, with a small quantity of maple. From the 63rd to the 133rd mile, the country is hilly, with considerable amount of rock, but the level portions are generally sandy loam or sand. There is some good land in this section, though not of great extent. From the 133rd to the 179th mile, the country is more level, consisting of sand, sand and gravel, and sandy loam, with swamps in various places. Good land of limited amount was found near the Metawgama Lake. On the 116 miles last described, there will be eleven river crossings. From the 179th to the 223rd mile, in a northerly direction, between Metawgama and Ground-hog Rivers, the country is higher and more broken than that lying further west towards the Moose River, with a considerable amount of rock on the high ridges and the shores of the lakes. The soil is inferior, of sandy loam and sand with boulders. Barley and oats were grown at the Hudson Bay Fort on Metawgama Lake, but of poor quality of grain, owing, however, in a great measure to bad cultivation and the exhausted condition of the soil rather than to any natural sterility. There was found in this section, an abundance of tall, straight and sound red pine, from four to fourteen inches in diameter, of value for local consumption, though not up to the standard for exportation. From the 223rd to the 239th mile—Ground-hog Lake to the Nestodjiostone River—for about twelve miles the soil is sand with boulders, and although it may be classed as inferior, yet fine crops of barley and roots were found growing at the Hudson Bay Flying Post, on Ground-hog Lake. The barley was stored on the 15th September, at which time the potatoe vines had been touched with frost, but were not killed until later in the season. From the Pishgawagama to the Nestodjiostone River, four miles, there is a fair proportion of clay soil. Considerable quantities of red and white pine were found throughout the whole of this section, together with birch, poplar, cedar and tamarac.

From the 239th to the 261st mile—between the Nestodjiostone and Kapaskaski Rivers, the country is broken with high ridges in which granite rocks crop out; clay and marl soil occurs only in belts and is replaced by sandy loam mixed with boulders. Probably 55 per cent. of the soil of this section would rank as good, the remaining portion, although not worthless, would be classed as inferior. A large part of this section has been burnt over, but where the fire has not destroyed the timber, a moderate quantity of fair-sized white pine is found mixed with birch, poplar, cedar, spruce and tamarac. No muskeg of any size was observed.

From the 261st to the 298th mile, between the Kapaskaski and Moose Rivers, the country is slightly undulating with a slight gradual rise eastward. The soil is a clayey loam or grayish marl mixed with vegetable mould and is identical with that found in the vicinity of the Hudson Bay Port of New Brunswick House, where, during the past season fine crops of coarse grains and roots were produced. Fully 70 per cent. of the soil of this section may be classed as very good; the remaining 30 per cent. is composed of, say, about one-third inferior and the balance of small muskegs and gravel ridges. This character of country extends here from 30 to 60 miles in width from north to south.

The timber consists of birch, poplar, cedar, spruce, and tamarac is found in great abundance, in many places of large size. The cedars are particularly fine, and the other varieties will supply large quantities of fuel.

From the 179th to the 223rd mile—Metawgama to Ground Hog River—sharper curves and steeper gradients will be required on this section than on the adjoining one to Moose River. The work will range from medium to heavy with some solid rock. The muskegs are not of a serious nature and are of small extent.

From the 223rd to the 293rd mile, Ground Hog to Moose River, a good alignment may be obtained, no exceptionally sharp curves will be required and the gradients will for the most part be light. The work would be classified as light to medium, with very little solid rock.

As seven distinct branches of the Moose River will be crossed a considerable amount of bridging will be required, but probably no more than two spans of 100 feet each will be required over any one stream.

From the 293rd to the 350th mile, the ground in the immediate vicinity of Moose River is somewhat broken, but a line 3 or 4 miles to the north of that surveyed would give favorable results. Country generally flat or lightly undulating, with swamps and low sand ridges; fertile land and good timber is found along the river valleys.

From the 350th to the 400th mile, the country is lightly rolling; a considerable portion has been burned over; some timber in the swamps. Grades would be easy, and the greater portion of the work light. On the line explored, some ridges of rock are crossed, but they could be avoided on a location survey.

From the 400th to the 450th mile, the line should be placed about ten miles north of that explored, in order to avoid the height of land and Shallow Lake. Crossing near the outlet of the above-named lake, a nearly flat country is met with, giving very easy gradients and light work.

From the 450th to the 500th mile, the country is mostly flat, gravel and sandy loam predominating. Gradients easy, and work light. Timber scarce. Some good land in the immediate vicinity of Long Lake.

From the 500th to the 550th mile, the country is somewhat broken and rocky, the gradients heavy and undulating—the work would be medium to heavy. No timber of any value near the surveyed line—the soil is a barren mixture of sand and white clay.

From the 550th to the 580th mile—at the crossing of Nepigon River—the ground is very much broken up with high rock bluffs, and deep ravines.

The gradients are heavy, attaining to a maximum of 1·50 per 100 for about two miles. There is a large percentage of curvature, and the work would classify as heavy to excessively heavy. Some timber is found in the vicinity of Lake Helen, and small tracts of fertile land. The bridging and water accommodation would be light, the streams being crossed at or near their sources, are narrow and of only medium depth. Valuable timber and fertile land is found throughout about the whole length of this section, in belts of greater or lesser extent—their proportions being in some measure governed by the size of the rivers upon which they border.

2nd Section.

From the 500th to the 585th mile at Red Rock—a considerable portion of this section is rough and broken, and a large percentage of the work would be rock and possibly one or two short tunnels. The gradients would be mostly heavy. A large percentage of the alignment would be curvature, ranging from medium to sharp. A portion of the work, say from four to six miles, would be classified as exceedingly heavy; the remaining portion is heavy.

From the 585th mile the line will run southerly along the margin of Nepigon River and Bay for a distance of five miles, thence following the course of Front Creek for two and a half miles, then crossing Black Sturgeon River at the 596th mile and continuing in a straight line to the 603rd mile, reaching the shores of Black Bay, thence along the same to the 610th mile. This section of 25 miles will be over ground suitable for easy alignment and light work, being composed of loam and sandy soil, except for about two miles where the line leaves Nepigon Bay, and though the material will be chiefly rock, the work will not be heavy.

From the 610th mile the line continues tolerably direct over slightly uneven ground, crossing Pearl River at the 618th mile and following close the course of this stream and Loon Lake to the summit or neck of the promontory of Thunder Cape at the 625th mile—the elevation being 465 feet above the waters of Lake Superior.

From the 625th mile the line will follow the course of the east branch of the Mackenzie River with a descending grade of 26 feet per mile for four miles, touching some rocky points. The alignment will be fair and the work moderate, with the

exception of one mile at the summit which will be rather heavy rock cuttings and sharp curvature. The grades for the next five miles will be light and the work very easy over sand and clay soil.

From the 630th mile the line will follow up the west branch of the Mackenzie River, thence passing through an opening in a rocky ridge at the 638th mile the line will descend to Prince Arthur's Landing at the 650th mile with an average gradient of 24 feet per mile. The work over this section will be light and the alignment fair.

I have the honor te be, Sir,
Your obedient servant,
COLLINGWOOD SCHRIEBER,
Engineer-in-Chief.

F. BRAUN, Esq.,
Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 21st December, 1880.

SIR,—I beg to hand you copies of the following reports of surveying operations carried on during the season :—

North of Lake Superior.

Report of Mr. W. A. Austin, on survey from 63rd mile, on located line from South-East Bay-Lake Nipissing, to junction with Mr. Gamsby's survey; distance, 116 miles.

Report of Mr. C. H. Gamsby on survey from junction with Mr. Austin's to Moose River; distance, 116 miles.

Sault Ste. Marie Line.

Report of Mr. A. Brunel, jun., on survey from terminus of Mr. Austin's survey of 1879, to junction with Mr. Murdoch's line of 1872.

I have the honor to be, Sir,
Your obedient servant,
COLLINGWOOD SCHRIEBER,
Engineer-in-Chief.

F. BRAUN, Esq.,
Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 13th December, 1880.

SIR,—I have the honor to report that agreeable to your instructions dated at Ottawa, 3rd July, 1880, directing me to make a compass survey from the 63rd mile on the located line from South-East Bay, Lake Nipissing, up the Sturgen River to meet Mr. Gamsby, who was coming from the main branch to the Moose River, to connect with my survey.

I beg leave to state that, not having been able to procure boats and canoes, it was the 13th ot the month before I got to the mouth of French River. Thence, with no delay, I got to the starting-point, and commenced operations on the 29th of the month. My party, 15 in all, being small, the progress was not very rapid.

The line, for 22 miles from my starting-point, follows generally near the left bank of the river, and in numbers of places where we endeavored to shorten the route we found that an adherence to the river would be best without further exploration.

From the 22nd mile we cross to the right bank of the river by a good rock crossing, following this bank to the 38th mile, finding that here, as on the left bank, the immediate valley near the river will have to be adhered to.

Thence, again crossing to the left bank, the line would retain that side of the river to the 49th mile. Then crossing the river below Paul's Lake to right bank and going nearly north-westerly winding between a number of lakes, over the height of land to the left bank of the Wahnapitae River, 58th mile; this distance over the height of land will have to be carefully explored to obtain an easy line.

From the 58th mile to the 61st mile the left bank is followed. Thence, crossing to the right bank, and generally following it to the 70th mile, where again the river is crossed, and the right bank adhered to up the 77th mile.

Near the 77th mile another crossing is made to the left bank, thence the line follows the left bank, but here the river is very insignificant in size, and again crossing the stream and going in a north-westerly direction to the southerly shore of Oshkegami Lake, thence following near the lake and near the line surveyed to the 83rd mile.

Thence going north of Rijiwagamissing Lake and South of Obickumimiga Lake, and thence following near the surveyed line it crosses the River Ojasing near its mouth, 90th mile.

Thence generally though a level country to the 102nd mile, where the Nebaugasee River has to be crossed; thence northerly to the point of junction with Mr. Gamsby, 116th mile. The line running in many places over a rough country, but as here, as in other places, generally, no efficient exploration was made, the line is laid down as approximate.

The timber of the first half of the line, chiefly white pine, spruce, birch, tamarac, balsam, and maple. The latter half of the line is chiefly spruce, pitch pine, white and red pine, balsam, and some tamarac, with a small quantity of maple.

There will be eleven (11) river crossings in this distance of 116 miles, with an ordinary number of smaller streams also to be crossed; the largest of these crossings being at the entrance to a bay of the lake.

Up to the 70th mile there are a good number of rocky and other hills to be encountered, and in many places points to be cut through and gullies crossed.

The flat sections are generally sandy loam or sand; some good land has been gone over, but not of any great extent.

From the 70th mile to the termination of the work the land is more level, now sand, sand and gravel, and sandy loam, with swamps in various places, some good land near the Metawgama Lake, but not extensive.

I have the honor to be, Sir,

Your obedient sevant,

W. A. AUSTIN, *C.E.*, *P.S.S.*

To COLLINGWOOD SCHREIBER. Esq.,,
Engineer-in-Chief, C.P.R.

Report on Survey of Line north of Lake Superior from Moose River running Eastward to meet Mr. Austin.

OTTAWA, 13th December, 1880.

SIR,—I have the honor to report that after procuring the necessary outfit, we left Collingwood per steamer "Francis Smith," on the 8th of July ult., arriving at Michipicoton River on the 12th following.

Owing to the voyaging of the Hudson Bay Company being in progress we could not obtain the requisite number of canoes for our transportation, consequently supplies were not pushed ahead so rapidly as we wished.

We reached the point on Moose River, indicated in your instructions of 3rd July, as our initial point, on the 27th of the same month and commenced operations

in accordance with those instructions by running a compass line from the point above referred to, in a general south-east course, carefully noting the courses; and chaining the distances, and obtaining such other information as the limited time at our disposal permitted. We reached the 116th mile of the exploration on the 9th October ult. Having learned from Mr. Austin that he would be able to complete the projected exploration, we started on our return, following and traversing canoe route between Matagama and Flying Post.

This route is at some considerable distance south of the explored line, and its traverse enables us to lay down a number of lakes on our plan, the position of which will, very materially affect the projected location of a railway line.

It will facilitate the description of the soil, timber and general character of the country explored, to divide it into several sections as naturally divided by the larger streams following through it.

Section 1.—Lies between the Moose and Kapaskaski Rivers and covers a distance of 32 miles along the line of exploration.

Section 2.—Lies between the Kapaskaski and Nestodjiostone Rivers, a distance of 22 miles.

Section 3.—Lies between the Nestodjiostone and Ground Hog Rivers a distance of some 16 miles.

Section 4.—Lies between Ground Hog and Metawgama Rivers, a distance of 44 miles.

In each of these sections the soil and general characteristics are different; the surface of the ground varying from lightly undulating to high ridges and broken; the soil varying from the clay and clay loam of the first section to the light sand of the fouth.

Section 1.—This section of thirty-two miles in length, and probably from thirty to sixty miles in width from north to south, is lightly undulating with a small gradient rise eastward. The soil is a clayey loam or grayish mud mixed with vegetable mould. It is identical with the soil in the vicinity of the Hudson Bay Post called New Brunswick House, where the Agent informed me, fine crops of coarse grain and roots were grown the past season. Fully seventy per cent. of the soil of this section may be classed as very good. The remaining thirty per cent. is composed of, say about ten per cent. inferior, the balance, small muskeg and gravel ridges.

Timber (birch, poplar, cedar, spruce, and tamarac) is found in great abundance, and in many localities of large size; the cedars are particularly fine. The other varieties will supply large quantities of fuel when required.

Section 2.—This section of t enty-two miles in length, and apparently of less width than section one, is broken, and high ridges occur on which granite rock crops out.

The clay and marl soil occurs only in belts, and is replaced by sandy loam mixed with boulders. Probably fifty per cent. of this soil of this section would rank as good. The remaining portion, although not worthless, would be classed as inferior.

A large portion of this section has been burned over; timber will be found only in the swamps on these portions. In the unburned portions a moderate quantity of white pine of fair size is found mixed with the varieties which are found on section one. No muskeg of any size occurs on this section.

Section 3.—This section, of about sixteen miles, has a fair proportion of clay soil extending from the Nestodjiostone River about four miles in a south-easterly direction to the Pishganagamee River.

From the latter river to the end of the section, the soil becomes sandy, with boulders; and although classed as inferior, I found fine crops of barley and roots growing at the Hudson's Bay Company's Flying Post on Ground Hog Lake. The barley was stored at the time of my first visit, viz., 15th September. The potato vines had been touched with frost about that time but were not killed until later in the season.

The timber of this section is very similar to that of section No. 1, except that the red pine takes the place of the spruce of the other sections. Considerable quantities of red and white pine of good size are found throughout the whole of this section.

Section 4.—This section lies between the Ground Hog and Metawgama Rivers, a distance of forty-four miles, along the explored line. It is much higher and more broken than the other sections. Considerable rock is met with on the high ridges and around the lake shores.

The soil is sandy loam and boulders and may be classed as inferior. Barley and oats of an inferior quality were grown at the Hudson Bay posts on Metawgama Lake. I think the poor quality of the grain was owing to bad cultivation and the exhausted condition of the soil rather that to any natural sterility.

There is a great abundance of red pine growing on this section. It is tall, straight and sound, varying from four to fourteen inches in diameter; probably not up to the standard of lumber for exportation, but of great value for local and domestic uses and consumption.

The numerous lakes and streams will afford an easy means of moving the raw material to points where abundant water-power may be found for its manufacture. Means of transportation being furnished, there will spring up a large and increasing trade in the produce of the forests north of Lake Superior and the prairies of the North-West.

In considering the adaptability of this country for railway construction it will be necessary to divide it into two sections.

Section 1.—From Moose to Ground Hog River, a distance of 70 miles, a good alignment may be obtained in the immediate vicinity of the explored line. No exceptionally sharp curves will be required.

The gradients for the most part will be light; any gradient heavier than 1 foot per 100 feet will be short and, I think, need not exceed 1·25 feet per 100 feet or 66 feet per mile. The work I should classify as light to medium, with very little solid rock.

Section 2.—From Ground Hog River to the Metawgama River, a distance of 44 miles, will require a careful examination with levels to determine the best location. If possible the line should be placed further south than the explored line, in order to reach the south-west branch of Metawgama River, down the valley of which a good line may be found.

Sharper curves and heavier gradients will be required on this section. The work will rank from medium to heavy, with some solid rock. The muskegs are not of a serious nature and of small extent. As we cross seven distinct branches of the Moose River considerable bridging will be required, but by careful selection of crossings, I think, no more than two spans of 100 feet each will be required over any of the streams.

All of which is respectfully submitted.

C. H. GAMSBY.
Engineer-in-Charge.

COLLINGWOOD SCHREIBER, Esq.
Engineer-in-Chief C. P. R.

CANADIAN PACIFIC RAILWAY.
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 13th December, 1880.

DEAR SIR,—Acting under instructions from Sandford Fleming, C. M.G. (late Engineer-in-Chief), dated 12th May, 1880, I proceeded to the terminus of Mr. Austin's survey of 1879, on the Sturgeon River, where I arrived with my party on the 3rd of June, and began a trial survey for a line of railway from that point towards the Sault Ste. Marie.

I found what I considered good crossing of the Sturgeon River, at ten chains from my starting point, where the river is about 200 feet wide at high water. This would require 300 feet of bridging, or two spans of 150 feet each, on a grade of 0·75 per 100. At station 17·50, the line rises on to a clay and gravel ridge, when a cutting, 16 feet deep at the mouth, tapers off to grade at 32·00. From this point the line drops down on a grade of 0·62 per 100 to the flats of Busteed Creek, which it follows for 5½ miles in very light work, excepting three or four small spurs of rock where the creek is confined. Crossing Busteed Creek at station 300 with a span of 100 feet the line begins to rise to the summit between the waters of the Sturgeon and Wahnapitae Rivers, and enters a barren, burnt, rocky country along the side hills, with moderate rock work and easy grades up to the eighth mile; thence on a grade of 1·00 per 100, to a little past the ninth mile, where it reaches its highest point at an elevation of 953 feet above sea level. From station 500, the line follows the general level of the country, at an elevation of about 940 feet, through small rocky ridges and muskegs with light rock work up to the eleventh mile, and then begins to descend on a grade of 0·76 per 100 for half a mile, and then 1·00 per 100 for three-fourths of a mlle, dropping into a muskeg at the thirteenth mile. There are two rather heavy rock cuttings on the last two miles which can be partially avoided on location. After crossing the muskeg, which is about three-fourths of a mile long, the line enters green timber near the fourteenth mile, and the next four miles is over clay and sand ridges, and spruce swamp, with light work and easy grades to the eighteenth mile, where it reaches the banks of the Wahnapitae River. From the eighteenth mile, the line follows along the banks of the river mostly on side hill ground, intersected by numerous ravines. The side hills consist principally of clay and sand on the surface, with, probably, rock underlying, excepting a few small rock cuts, up to the twenty-fourth mile, where the line enters on a level flat, which carries it up to the twenty-sixth mile, when it crosses a stream 50 feet wide, requiring a bridge of about 80 feet span.

Between the 26th and 27th miles the line crosses the Wahnapitae River at the head of a series of falls, with small rock cuttings on both sides. I propose to bridge this river with two spans of 150 feet each, and one span of 100 feet, there being good natural rock foundations above low water at the necessary points. From the 27th to 28th mile the work is very light on a clay flat. At the 28th mile the line crosses a small clay ridge and descends on a grade of 0·75 per 100 alongside hill ground to the 29th mile, with middling heavy work about half clay and half rock. From the 29th to 31st mile the work is all light side hill work, excepting one heavy rock cut where the shore of the lake could not be followed. From the 31st to the 35th mile the work is light with very little rock. From the 35th to 36th mile the line runs through a rocky muskeg, but work not heavy, and from thence along the shore of Long Lake, up to the 39th mile, principally on side hill clay and gravel, with moderate work. Leaving the shore of Long Lake at the 39th mile the line rises on easy grades to the plateau to the north of the lake, which it follows to the 43rd mile; work moderate and mostly in sand and clay. From this point the line begins to descend on grades of 1·00 per 100 to the 45th mile, with rather heavy cuts and fills principally in rock. From the 45th mile the line follows the south shore of Lake Mugatawagawing up to the 48th mile; work easy, but about one-half rock. From this point it follows the stream from the outlet of the lake for ¾ mile, and crosses it at the mouth with a span of 60 feet, then follows the shore of Round Lake up the 50th mile; work on this portion light, though it infringes on the lake for a short distance in shallow water. From the 50th to the 53rd mile the work would be very light, and altogether in clay and sand. Between the 53rd and 54th mile the line rises over the divide between the waters of Whitefish River and those of the Vermillion River, all in rock work but not heavy. Here it enters a wet flat which stretches to the crossing of the Vermillion River at the 55th mile, requiring an 8 feet bank throughout, crossing the Vermillion River at the 55th mile with a bridge 500 feet long. Between the 55th and 60th mile the work becomes somewhat heavier, there being two summits te get over caused by the long bends in the Vermillion River, which is a very crooked stream. The work

on this 5 miles would be moderately heavy, and composed of about half rock and half clay and gravel. The same description applies to the work up to the 69th mile. In this distance the river is crossed three times, involving 4 spans of 100 feet, 2 spans of 150 feet, and 1 span of 60 feet, all on good rock foundation.

Between the 69th and 71st mile the work may be classed as very heavy, involving a bank across a deep bay or lake 1,500 feet long and 30 feet deep; also another bank and cutting somewhat lighter, but still heavy, mostly in rock. From this to the 75th mile there is no heavy work excepting two cuttings which are moderately heavy, with indications of being principally composed of clay and gravel, the last mile being very light. From the 75th to the 78th mile the work continues of a moderate character, being mostly on side hills with numerous gullies and a few light rock cuts, the rest in sand and gravel. At the 78th mile the line strikes the shore of the Spanish River, after which the work becomes of a very light nature up to the 102nd mile, excepting two or three short pieces where the line is crowded on the side hill, and gullies are numerous. The line may be said to follow the surface of the ground, and is quite equal to a prairie section.

At the 96½ mile the line crosses the Spanish River, with three spans 150 feet each in 11 feet of water and clay foundations. From the 102nd mile the work becomes somewhat heavier, the ground being more undulating, but still it may be classed as light up to the 116th mile, the cuttings being probably not more than one-fourth rock. Near the 116th mile the line begins to leave the shore of Lake Huron and rise over the summit between the Spanish and Serpent Rivers, where I had a good deal of difficulty in finding a feasible line. From this point to the 121st mile the work may be said to be heavy and principally in rock, crossing the Serpent River at 120½ miles with a span of 100 feet. The work is of a light and easy nature, excepting a few small rock cuttings up to the 126th mile, from this point to the junction with Mr. Murdoch's line, at the 131st mile, the work is moderate, and probably one-fourth rock. The grades laid down on the profile nowhere exceed 1·00 per 100, and then only in short lengths.

The curves are principally confined to four degrees and under, but in some few instances 5° curves have been found necessary in getting round sharp bends in lakes and rivers.

Timber for bridging and culverts is generally to be had within easy distance of the line, as also plenty of tie timber.

Ballast will be found along the line at convenient points, and of good quality.

There are no lands of any extent fit for cultivation, being only found in isolated patches of no great extent.

The line is easy of access from the Georgian Bay and Lake Huron at several points, the eastern end by French River, Lake Nipissing and Sturgeon River, and also the Wahnapitae River, the central portion of Whitefish River and the western portion by Spanish River, which is navigable for about 20 miles from its mouth, and also by the Serpent River and shores of Lake Huron.

I have the honor to remain, Sir, your obedient servant,

A. BRUNEL, JUN.,
Engineer-in-Charge.

C. SCHREIBER,
Engineer-in-Chief.

RETURN

(23*e*)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 :—For Copies of all Correspondence in connection with the Georgian Bay Branch (of the Pacific Railway) Contract, since the 9th day of February, 1880 ; also, Particulars of Settlement, if any settlement has been made, of the claims preferred by Smith, Ripley & Co., or Heney, Charlebois & Flood, in connection with said Contract.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
4th January, 1881.

Secretary of State.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 9th February, 1880.

SIR,—I have the honor to report on the claim of Messrs. Ripley, Smith & Co., who represent Messrs. Heney, Charlebois & Flood, for the Georgian Bay Branch, and as their attorneys have received payment for work executed.

On the 25th day of July last an Order in Council was passed, cancelling and annulling the contract, and a letter was addressed to Messrs. Heney, Charlebois & Flood, on the 9th of August following, informing them of the fact.

The work at that date performed under contract was measured up, and a final certificate for $24,807.94 issued.

The contractors claim that over and above the contract work measured up, they had erected buildings, made roads, cleared lands, and had transported to the work a large quantity of supplies for the use of men and horses, to enable them to prosecute the work with vigor.

The expenditure on these services has been rendered useless by reason of the annulling of the contract, and the contractors claim compensation in respect thereof. They also claim compensation for prospective profits.

The contractors have, for a long time back, pressed for a settlement of their claims, and they now submit that the matter should be referred to arbitration.

There is no dispute as to the value of the contract work executed ; that has been measured up and paid for. The question to be settled is : "Should Messrs. Ripley & Smith, as attorneys and representatives, be compensated for losses sustained by the annulling of the contract, and how much compensation, if any, should they receive."

To enable you to form a correct judgment of these questions it would be advisable, I think, to appoint some person specially to enquire into all the circumstances, bear evidence and report.

I have the honor to be, Sir, your obedient servant,

SANDFORD FLEMING.

The Hon. Sir CHARLES TUPPER, K.C.M.G.,
Minister of Railways and Canals.

Engineer-in-Chief.

(*Memorandum.*)

OTTAWA, 11th March, 1880.

The undersigned has the honor to submit for the consideration of the Hon. the Privy Council the following statement of facts relative to the contract of Messrs. Heney, Charlebois and Flood, for the construction of the Georgian Bay Branch of the Pacific Railway.

1. That the contract was signed on the 2nd August, 1873, the works to be completed by the 1st July, 1880.

2. That on the 10th June, 1879, a report was received from the Chief Engineer stating that up to the first of that month—a period of ten months—the value of the work executed was $11,713, leaving work to the value of $798,643 to be done in thirteen months, no earth or rock excavation having been made, the work consisting of only chopping.

3. That on the 24th July, 1879, a report was made to Council recommending that the contractors should be notified that it was not the intention of the Government to proceed further with the work under this contract.

4. That on the 25th July, 1879, an Order in Council was passed directing that the contractors should be notified that it was not the intention of the Government to proceed further with the work under this contract, and authorizing the issue of instructions to stop work.

5. That on the 5th August, 1879, a letter was received from Messrs. Ripley & Smith, notifying this Department that they had purchased from the contractors for the Georgian Bay Branch all right, bills and interest in their contract.

6. That on the 9th August, 1879, a report was made to Council, recommending, on the grounds of the assignment of the contract and for the reasons set forth in the former report that the contractors should be notified that the contract was taken out of their hands and annulled.

7. That on the 9th August, 1879, a letter was written to Messrs. Heney, Charlebois and Flood, notifying them that the work was taken out of their hands and directing them to cease operations.

8. That on the 9th August, 1879, a report was made to Council recommending that the securities held by the Government under the contract should be returned.

9. That on the 11th August, 1879, a letter was addressed to Messrs. Ripley and Smith, informing them, in reply to their letter of the 5th, that the contract of Messrs. Heney, Charlebois and Flood had been cancelled before the receipt of their letter, and that the contractors, by the term of their contract, could not make assignment without the consent of Her Majesty, and that such consent had not been nor would be given.

10. That on the 14th August, 1879, an Order in Council was passed directing that, on the grounds given in the report of the 9th, the contractors should be notified that the contract was taken out of their hands and annulled.

11. That on the 14th August, 1879, an Order in Council was issued directing the return of the securities in the hands of the Government, under the contract, such securities consisting of a cheque on the Bank d'Hochelaga for $20,000 and a mortgage on real estate to the amount of $18,000.

12. That on the 26th August, 1879, a letter was addressed to A. Charlebois, enclosing a cheque upon the Bank d'Hochelaga for $20,000, being a refund of the amount deposited under his contract. The mortgage for $18,000 was subsequently released by Order in Council of 11th September.

13. That on the 27th August, 1879, a letter was received from Messrs. Ripley and Smith, acknowledging the receipt of a Departmental letter, of the 11th August, stating that their agreement with Heney, Charlebois and Flood was dated 30th June, 1879, previous to the cancellation of their contract, and claiming $135,000 as assignees of that firm.

14. That on the 9th February, 1880, a report was received from the Chief Engineer of the Canadian Pacific Railway, upon the subject of the claim of Messrs. Ripley and Smith.

15. That on the 25th December, 1879, a final certificate was issued for $24,807.94, the value of the work done up to the 9th August, 1879, the date of the notification of the cancelling of the contract. This certificate still remains unpaid.

Respectfully submitted,

CHARLES TUPPER.

QUEBEC, 29th April, 1880.

DEAR SIR,—When lately in Ottawa, you had been kind enough to promise me a few minutes interview, of which, unfortunately, I was deprived by my sudden illness and my departure from the Capital.

The matter I wanted to lay before you, was this: The contract of the Georgian Bay Branch, as you are aware, had been transferred to an American firm (Ripley, Smith & Co., of New York,) by Charlebois & Co., who were the regular contractors when the Government changed their policy, with regard to the building of that road, and decided not to continue it. Expenditure to a very large extent had been incurred by Messrs. Ripley & Smith, when the Government decided to stop the works. A demand for indemnity was made by the contractors (a demand which, I understand, was entrusted to the Hon. William Macdougall, M.P., for Halton). Difficulties regarding the status of the new contractors were settled between them and the original contractors, and as far as I could ascertain then, a compensation in the shape of another contract of an equivalent importance was expected by Messrs. Ripley & Smith. That expectation appears to have since failed, and their position as claimants against the Government remains unchanged.

Now, my object in writing is to ascertain in what condition is the claim of those gentlemen at the present moment. Mr. Sidney Dillon of the Union Pacific Railway, whom I met in New York lately, and who is pecuniarily interested in that affair, asked me to look into the matter, and I promised him I would do so. Those gentlemen have actually disbursed in relation with that contract a sum of money amounting to $120,000, and it seem but just their claim should be fairly considered.

I was told that the whole matter would be referred to arbitration. I also heard that some officers of your Department had already favorably reported on the subject. To ascertain to what extent this information is correct is the purpose of my present enquiry.

You would confer a great favor upon me and my clients (for I am taking the position of a counsel in the case) in letting me know at your earliest convenience, what has been and what is likely to be done in the matter.

I have the honor to be, Sir, your most humble servant,

J. A. CHAPLEAU.

The Hon. Sir CHARLES TUPPER,
Minister of Railways, Ottawa.

OTTAWA, 5th May, 1880.

SIR,—In reply to your letter of the 29th ultimo, asking for information as to the present condition of Messrs. Ripley, Smith & Co's claim in connection with their contract for the Georgian Bay Branch of the Canadian Pacific Railway, I am directed to inform you that the matter is now before the Government, and that as soon as the return which has been prepared for the House of Commons in relation thereto has been printed, a copy thereof will be sent you.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Hon. J. A. CHAPLEAU,
Minister of Public Works, Quebec.

OTTAWA, 22nd November, 1880.

SIR,—As counsel for Messrs. Smith and Ripley, who, since the suspension, by order of the Government, of the contract for the Georgian Bay Branch of the Pacific Railway in August, 1879, have acquired and now represent all the rights and claims of tke original contractors, I have advised my clients that they have a good case for submission to the Exchequer Court for the balance due in respect of the works executed on the line of railway, and for all proper expenditure incurred in the construction of tramways, vessels, buildings, roads, and for supplies, &c., &c., necessary under their contract for the completion of the said railway.

I have advised them further that, as the contract contains no clause reserving to the Government the power of suspending the works except for a cause which did not occur, they are entitled to indemnity for profits which its termination by the Government deprived them of.

But as Messrs. Smith and Ripley some months ago proposed to submit their claim to the arbitration of disinterested parties in Canada familiar with such work, which the Government has not thought proper to assent to, and being now engaged in the execution of large works in a neighboring State, they have instructed me to urge a speedy settlement of their case by some other procedure.

I observe that the Royal Commission appointed to enquire into the facts connected with expenditures on the Pacific Railway, have examined witnesses and made enquiries as to the claims of contractors in respect of contracts on the Pacific Railway, some of which have been taken out of the hands of the contractors and others completed by them. It has occurred to me that as this Commission is composed of gentlemen of high character, who are, from professional training and otherwise, well fitted for the task, and are, moreover, already familiar with many of the facts bearing on these claims, it would expedite their settlement and promote the public interest if the Commission were armed with authority to pursue these enquiries further, and, after hearing the claimants and their witnesses, as well as the officers of the Government, to report to the Department of Railways and Canals thereon, which report might, if approved by the Minister, take the form of an award.

I am authorized by Messrs. Smith and Ripley to consent to such a reference on their part, in respect of the contract of Heney, Charlebois & Co.; and I am in like manner authorized by Messrs. Sifton, Ward & Co., to consent to a reference of their claims in respect of contract 14, to the same tribunal for examination and report, and if approved of by the Minister, to be accepted as an award.

If the claimants in these cases are to be left to their remedy by petition of right, I shall be obliged if you will be good enough to consider the suggestion I have ventured to make on their behalf, as soon as it may be found convenient.

I have the honor to be, Sir, your obedient servant,

Sir CHARLES TUPPER, &c., &c., WM. McDOUGALL.
Minister of Railways and Canals.

THE UNION PACIFIC RAILWAY COMPANY, No. 78 BROADWAY,
NEW YORK, 3rd November, 1880.

DEAR SIR,—Messrs. Smith and Ripley, the one my brother-in-law, the other my son-in-law, had a contract for building the Georgian Bay branch of the Canada Pacific Railroad, and they spent a large amount of money preparing for and starting the work.

The Government abandoned the project, and ordered the contractors to stop operations. It is now more than one year and a half since the work was stopped, and as yet the contractors have been unable to obtain a settlement with your Government.

Mr. Smith will call on you in a few days in relation to the matter, in order to see if it cannot be closed amicably.

I have great confidence that if you will give it an examination, you will do them justice, and have a settlement arranged at once.

I hope the Canada Pacific is progressing favorably. When in New York I should be pleased to see you, as I may be able to be of some benefit to you in that respect.

I remain, dear Sir, very truly yours,

SIDNEY DILLON.

The Right Honorable JOHN A. MACDONALD,
Prime Minister of the Dominion of Canada,
Ottawa, Ontario.

NEWTOWN, CONN., 15th December, 1880.

DEAR SIR,—We have an unsettled account with the Canadian Government growing out of our contract for constructing the Georgian Bay branch of the Canadian Pacific Railway.

We have waited a long time and are anxious for as early a settlement as may be convenient, and we are confident that the Government, as well as yourself, will be glad to have the claim settled.

We now propose to leave the matter to the arbitration of individuals, to be agreed upon by the parties interested, or if you prefer, we will leave it to the decision of the Government Investigating Committee now in session at Ottawa. We are ready and willing to do all in our power to have the claim disposed of in an honorable way. We will produce papers and vouchers before any tribunal that may be agreed on, to substantiate our claim. Hoping you will kindly give the matter your early attention,

We remain, yours respectfully,

SMITH, RIPLEY & Co.
per J. LATHROP.

Hon. SIR CHARLES TUPPER,
Minister of Railways and Canals,
Ottawa, Ontario.

Please address us at No. 78 & 80 Broadway, New York.

OTTAWA, ONT., 22nd December, 1880.

SIRS,—I have to acknowledge the receipt of your letter of the 15th inst., asking for a settlement of your claim in connection with your contract for the Georgian Bay branch of the Canadian Pacific Railway.

I am, Sirs, your obedient servant,

F. BRAUN, *Secretary.*

Messrs. SMITH, RIPLEY & Co.
Newtown, Conn., U. S.

RETURN

(23*f*)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880:—For Copies of all Papers showing any Modifications made under the provisions of any of the Contracts for the construction of any part of the Canadian Pacific Railway, prior to the 21st October last, and referred to in the Contract brought down this Session; and of any Estimates or Statements made as to the result of such Modifications on the character and expense of the work.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
4th January, 1880.

OTTAWA, 20th December, 1880.

SIR,—The following is a Comparative Statement of the Estimated Cost of the section of the Canadian Pacific Railway lying between Prince Arthur Landing, Selkirk and Emerson; and also between Kamloops and Port Moody, as prepared in April and December of this year.

COMPARATIVE STATEMENT.

	Estimate of April, 1880.	Estimate of December, 1880.	Difference.
Port William to Selkirk.....	$17,000,000	$14,670,000	$2,330,000
Pembina Branch.....	1,750,000	1,556,900	193,100
Kamloops to Emory's.....	10,345,000	8,431,800	1,913,200
Emory's to Port Moody...	3,620,000	3,306,300	313,700
Totals.....	$32,715,000	27,965,000	4,750,000
Prince Arthur Landing to Fort William...	.....	35,000	.....
	.....	28,000,000	.....

For the information of the Minister, I beg leave to explain the cause of these two estimates so widely differing. In the first place, the estimate of April last embraces rolling stock, workshops and engine houses, whereas the December estimate does not include any rolling stock or workshops and only such engine houses as are already erected. The consequence is there appears a reduction on this account of $1,568,100, leaving a balance of $3,181,900, which may be attributed to improvement in location and modification of design.

The Minister, no doubt, is fully aware that the country between Prince Arthur Landing and Red River, and also between Kamloops and Port Moody, is of a very rough, broken character, thickly wooded and studded with lakes.

With reference to the first-named section, a line located through a country of such a character is invariably susceptible of improvement, and by close study reductions in the estimates of cost may be looked for.

Between Prince Arthur Landing and Red River the country has been studied, day by day, in detail, and great care has been taken in improving the line so as to reduce the quantity of work to be done without impairing the efficiency of the road; in fact, the alignment and grades on this section have been rather improved than otherwise, and the line so placed as to better adapt itself to the contour of the country.

Another source of saving has been a modification in design in crossing some of the deep bays of lakes. It was at first contemplated to run the material from the rock cuttings at either side of the bay down to within three feet of the water level and rest a trestle-bridge thereon, but it is now proposed, in cases where a sufficient depth of mud is found, to carry the material from the rock cuttings into these bays at grade level and to make up the intervening space with trestle-work of piles, or trestles resting on a pile foundation.

In British Columbia the line follows the valley of the Thompson and Fraser Rivers, passing along the steep mountain side, so that the shifting of the line a few feet to the right or left may either increase or diminish the work to be done very much. The following statement of Mr. Fleming's has proved to be correct: "That by making an extremely careful study of the final location, by sharpening the curvature in some places, by using great judgment in adjusting the alignment to the sinuosities and sudden and great irregularities of the ground, by substituting the cheaper classes of the work for the more costly, whenever it can safely be done, and by doing no work whatever that is not absolutely necessary, a very marked reduction may be made."

The engineers have given the final location great care and attention, and have exercised good judgment in fitting the line as far as practicable to the contour of the country, which, combined with slightly sharpening a few of the curves and steepening some of the grades, has resulted in the reduced estimate of cost set forth in the statement referred to.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,

Engineer-in-Chief.

F. Braun, Esq.,
Secretary, Railways and Canals.

RETURN

(23*g*)

To an Order of the House of Commons, dated 22nd December, 1880;—For a Map shewing the proposed Railway Grants under the Canadian Pacific Railway Contract on the table, in so far as with the present information the same can be laid down.

By Command,

JOHN O'CONNOR,

Secretary of State,

Department of the Secretary of State,
5th January, 1881.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

RETURN

(IN PART)

(23*h*)

To an ORDER of the HOUSE OF COMMONS, dated 23rd December, 1880;—For a Statement shewing in detail the particulars of the various Modifications and Alterations made in Location, Design and otherwise, whereby the estimated cost of the Section of the Pacific Railway between Kamloops and Yale was reduced in 1880, from the Estimate of 1878, and a Statement of the Amount of such Estimate of 1878; also, a Statement shewing, in detail, the particulars of the various Modifications and Alterations whereby the reduced estimates of April, 1880, was further reduced in December, 1880; also, a Memorandum of the Quantities and Prices allowed in respect of the several Modifications and Alterations referred to in each such Statement, and particulars of the character of the projected Line, as it was designed to be constructed under each of the said three Estimates, including Information as to the Grades and Alignments in the Forms given in the Report of Mr. Cambie for 1878, and including a Description of the Character of the Bridges, Culverts and other Structures, and other works under each Estimate, and all other particulars necessary in order to show what the Line was to be like, according to each of the three Estimates.

(2.) Similar Statements as to the Section between Yale and Port Moody.

(3.) Similar Statements as to the Section between Thunder Bay and Selkirk.

(4.) Similar Statements as to the Sections between Selkirk and Jasper.

(5.) Similar Statements as to the Section between Jasper and Kamloops.

(6.) Profiles of the said several Sections, according to each of the said proposed Systems of Construction

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 14th January, 1881.

Secretary of State.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 8th Jan., 1881.

SIR,—To meet an Order of the House of Commons, I have the honor to transmit two sets of profiles of portions of the works now under construction on the Canadian Pacific Railway. This does not cover the whole ground on which the quantities are affected by the improved location, but it is all that at present has reached the Department.

These documents show the degree and extent of curvature, the severity and length of grade, and the general character of the works of construction on the old and new location.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,

F. BRAUN, Esq., Secretary Railways and Canals.

Engineer-in-Chief.

RETURN.

(23*i*)

To an ORDER of the HOUSE OF COMMONS, dated 23rd December, 1880;—

For a Return of all Receipts from Government Railways in Operation in the Province of Manitoba and the Territory of Keewatin, during the months of September, October and November.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, *Secretary of State.*
14th January, 1881.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 11th January, 1881.

SIR,—I have the honor to transmit herewith, to comply with an Order of the House of Commons, a Return of all Receipts from Government Railways in operation in the Province of Manitoba and the Territory of Keewatin, during the months of September, October and November. I return herewith the Order under Departmental cover No. 25,025.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary, Railways and Canals.

Return of all Receipts from Government Railways in operation in the Province of Manitoba and the Territory of Keewatin, during the months of September, October and November.

Receipts (Sept., Oct. and Nov.), 1880..... ..... $79,823 31

RETURN

(23*j*)

To an ORDER of the HOUSE OF COMMONS, dated 22nd December, 1880 —

For a copy of the Return of the Surveys made in the fall of 1879, and winter of 1879-80, by the officers of the Pacific Railway Survey, of the southern route or shore line, between Red Rock, Nipegon Bay, and the terminus of the Pacific Railway at Thunder Bay.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, *Secretary of State.*
14th January, 1881.

REPORT ON SURVEY FROM RED ROCK WESTWARD *via* DOG LAKE TO LINKOPING.

CANADIAN PACIFIC RAILWAY, OTTAWA, 19th May, 1880.

DEAR SIR,—Pursuant to your instructions dated 22nd May, 1879, respecting a survey from Nipigon Bay, Lake Superior, by Dog Lake to connect with the Thunder Bay Branch at or near Linkoping Station, or such other point east of that as would afford the best ground for a railway line, I beg to report as follows:—

Early on the 12th of June, we proceeded from Prince Arthur Landing by tug "Neff" to the head of Black Bay, and by daylight on the morning of the 13th had the men and the supplies landed at the mouth of a stream known as Wolfe River, about two miles from that portion of the bay indicated on your sketch map as point A.

After getting the party organized and started, from the head of Black Bay (eastwardly) towards Nipigon Bay, in the direction indicated on your sketch map, I directed my attention to endeavoring to find an opening through the mountains bordering on Black Bay to the north and west of it, in order to determine the direction to be taken in going westwardly, as soon as the party should get through to Nipigon Bay.

Spending some days with two Indians,—one of them being on his own hunting grounds,—ascending every high peak that seemed to offer a good view of the country, I could discern no means of getting through that range of mountains except by the valley of Wolf River, and following its sinuosities, gain the summit or height of land which I estimated would be 1,000 feet higher than Lake Superior, the surface of which I assumed for our levels at 600 feet above the sea.

The course of said valley being in a fair direction for Linkoping, I yielded to the prospect it afforded.

Having made up my mind as to the best course to pursue, I rejoined the party, whom I found by this time near Nipigon Bay, reaching it on the 28th of June. Thence I ran a short traverse over a spur of rocks to ascertain how a line could be continued eastwards, and making some examinations of the depth of water, which I found shallow for some considerable distance out from shore and unsuited for a shipping point, I returned with my party to Black Bay and resumed our operations from point A westwards towards Linkoping.

In leaving this point I skirted the foot hills in order to obtain an ascending grade of 52·8 feet per mile; then turning sharply around the foot of a mountain at three miles from point A, I got into the valley of Wolfe River on its eastern slope. Following up that valley for 3½ miles it was found necessary to cross to the west side of the river where the waters shoot between perpendicular rocks highly favorable for bridging, thence going off nearly at right angles with the stream for a short distance to get higher ground to support an ascending grade as quickly as possible; thence turning on a course nearly parallel with a long and narrow lake or enlargement of the stream, on a bare rocky region to the 25th mile where a point of mountain jutting across our course had to be crossed, necessitating a tunnel 775 feet long and falling then into a cross valley 1,200 feet wide and 83 feet below grade level. Having by a sharp angle then reached ground to support our grade, I followed along the serrated edge of a piece of somewhat flat ground, thus working up from one level to another, continued to ascend to the 28th mile, where we crossed the south branch of Wolfe River and got on easier ground rising gently for a few miles, and where the forest is nearly all burnt off; continuing with undulating grades to the 32nd mile with comparatively easy work; then encountering more broken ground we reach 47½ miles where a small lake is crossed, being one of the tributaries of Black Sturgeon River and flowing northwardly.

Between the 48th and 49th mile a muskeg half a mile wide is crossed varying from 6 to 10 feet deep; after leaving which, broken ground is again encountered, and with a rising grade of 1 per 100 the 52nd mile is reached, thence with a descending grade; at the 53rd mile the highest ground is passed.

From the 56th to the 60th mile the grades are undulating and the work heavy, and from the 60th to the 63rd mile the work will be moderate, with easy gradients. From the 63rd to the 71st mile, the line, by a descending grade of 26·4 feet per mile, gets down to nearly the level of Dog Lake, continuing by the shore of the same to 73¼ miles, where a bay of the lake is crossed having a width of 1,700 feet and 46 feet at its greatest depth, over what seems to be a sand and clay bottom, the elevation of which is 1,370 feet, or 770 feet above Lake Superior and 230 to 250 feet below the elevation of the ordinary watershed.

From this point a rising grade of 52·8 feet per mile is used to overcome a point of high ground, making out between Dog River and the bay just crossed, continuing it to the 75th mile, whence a descent is made of 26·4 feet per mile to the crossing of Dog River at 78½ miles, then following the valley of Dog River on its west side with undulating grades to the 86th mile. From this point a trial line was run connecting with the main line, with a view to ascertain levels and distances that a suitable junction might be made, but owing to instructions received at this time from you to attend to other duties, the field operations were discontinued on this line after reaching the railway in the manner alluded to above, the distance to the proposed junction being about 98 1/10 miles, and 1½ miles east of Linkoping Siding.

Had other duties not interfered I had arranged to make a trial location from Linkoping to near the 60th mile (see plan), by which I confidently expected to be able to make a fair alignment with easy gradients and moderate work, avoiding the rise and fall on the other line in descending to and ascending from Dog Lake, as well as reducing the distance by at least four miles. I had made a good deal of explorations with that view, which leads me to be pretty well assured of accomplishing the same, which route is approximately indicated on the plan.

To give a further detailed description of this line, I now submit the following, viz:—

From Nipigon Bay to the 15th mile, work would be light over sandy and clay soil, thickly wooded, with easy alignment, and but one high fill in crossing Black Sturgeon River, where it is 195 feet wide, and 35 feet deep; with sand bottom, banks 52 feet high and 725 feet apart at top, requiring one span of 100 feet, and two spans of 75 feet.

15th to 17th mile.—With the exception of a tunnel of 400 feet through trap rock, the work is light; material, sand, clay and boulders.

17th to 20½ mile.—The line is on side hill, admitting of light grades, but heavy work; cuttings chiefly loose and solid rock, with some gravelly material on top.

20½ to 22nd mile.—Moderate work in rock cuttings, and a bridge of 60 feet span over Wolfe River.

22nd to 26th mile.—Very heavy cuttings, exclusively rock, and varying from 20 to 40 feet in depth, including a tunnel 775 feet long, through crystalline rock, and a viaduct 1,100 feet long, averaging 75 feet in height.

26th to 29½ mile.—More moderate, but with rock only for borrowing purposes.

29½ to 32½ mile.—Comparatively easy, with some sand and rock.

32½ to 40th mile.—Heavy, with rock cuttings, varying from 20 to 25 feet deep with no other material for borrowing.

40th to 45th mile.—Light in quantities, all the cuttings rock, and undulating grades.

45th to 48th mile.—Very heavy rock cuttings, including a bridge of 100 feet span at Sucker Lake (47½ miles), then followed by a mile of quite light work with half of it through muskeg from 6 to 10 feet deep.

49th to 71st mile.—Undulating grades, alternating from heavy to very heavy work; cuttings nearly all solid rock, with some little sand on surface.

71st to 73rd mile.—Along shore of Dog Lake, with light grades but sharp curvature; moderate work with cuttings all rock.

73rd to 79th mile.—After crossing the bay of Dog Lake, chiefly heavy side hill work, nearly all rock, with ascending and descending grades.

79th to 86th mile.—Moderate work along Dog River, material sand, gravel and clay.

86th to $98\frac{1}{10}$ mile.—At railway, ground can be had for a moderate line, material chiefly sand and clay, with a small portion of rock apparently.

CURVATURE.

From Nipigon Bay to near the 17th mile, about seven-eighths of the distance will be straight lines, and the remainder will vary from 1 to 3 degree curves, and at the 17th mile a 4 degree curve to get around the mountain.

Between the 28th and 29th mile one curve of three degrees will be required, and from the 53rd to the 71st mile it will be found necessary to use four curves as sharp as 4 degrees, one of which is required in getting across the Bay of Dog Lake, which is very objectionable for that place. The line generally, to the 73rd mile, will involve a great deal of curvature, owing to the rugged character of the country. The portion thence to the Thunder Bay Branch will admit of a much greater percentage of straight line and easier curves.

In conclusion, I may add that a peculiar characteristic of the country traversed by this line is that there is very little material for borrowing, other than loose or solid rock (trap), as well as that the most of the forest, that never had been of much economic value, is mostly destroyed by wind falls or fires.

The approximate distance from Red Rock, by this line, to junction with existing line near Linkoping station, is 98·60 miles.

I have the honor to be, Sir, your obedient servant,

SANDFORD FLEMING, Esq., C.M.G.,
Engineer-in-Chief.

R. McLENNAN, *Engineer-in-Charge.*

REPORT ON SURVEY FROM RED ROCK WESTWARD TO PRINCE ARTHUR'S LANDING.

CANADIAN PACIFIC RAILWAY SURVEY, OTTAWA, 22nd May, 1880.

DEAR SIR,—Having, while on the survey from Nipigon Bay to Linkoping (on the 2nd November, 1879) received a telegram from you, from Selkirk, dated October 24th, 1879, containing the following instructions, viz: "Make as cursory a survey as possible this fall from Red Rock to Prince Arthur's Landing, ascertain if a practicable line for a railway can be had there," on the receipt of which, I at once arranged to change my previous plan of returning for a revision of the region between Linkoping and a point northeast of Dog Lake. As soon as the party reached the railway near Linkoping, I brought them down by train to Fort William.

Having discharged some men who wished to leave, procured two months supplies, and adapted our tents to winter service, with additional blankets and small tin stoves, I engaged the tug "Neff" to take us to the head of Black Bay.

The weather at the time was very stormy, and the tug could not venture out until the 20th November. Ice was then forming rapidly along the shores of Lake Superior and prevented us reaching the desired point. However, we made our way as near shore as possible and took our provisions over the ice to land.

From a general examination of the country I judged that the high grounds back and north-east of Thunder Cape constituted the key to this line, and decided to test the most difficult points first.

Beginning then at point A, 14 miles west from Nipigon Bay, I ran a straight line for $6\frac{1}{2}$ miles over loam, sand and clay soil, with a very fair surface heavily timbered with spruce, tamarac and birch, crossing Wolfe River at 2 miles from place of beginning. This river is 65 feet wide and $2\frac{1}{2}$ feet deep, with a gravel bottom, requiring a bridge of 100 feet span. A mile beyond the line crosses another stream

48 feet wide and 3 feet deep, also gravelly bottom, necessitating a bridge of 80 feet span.

Then from the 20th mile with grades, rising and level, alternately; between the 24th and 25th mile we crossed two round and rocky hills (like islands) which, on examination, we found could be avoided altogether and a line put on continuously flat ground, continuing then forward with a line involving but moderate work, except 1 mile, and very little rock from what could be seen at that stage of the winter, thence with level and ascending grades passing by Snow Lake till the summit or neck of the promontory of Thunder Cape is reached, near the 36th mile, with the elevation for grades there 1065 feet, or 465 feet above Lake Superior, making this ascent in 22 miles, giving an average rise of 21 feet per mile. At this point, or summit, a lake forming the source of the east branch of McKenzie River is passed, and following the valley of the same touching some rocky points, descending with a grade of 26·4 feet per mile for 4 miles, requiring but moderate work with fair alignment, except the first mile at summit, necessitating rather heavy rock cuttings and sharp curvature.

The grades then become easy and the work light over sand and clay soil for five miles (to the 45th), but the next three miles, embracing the crossing of the Mackenzie River, a little below where a branch coming from the north, and another from the south-east unite with the east branch. The stream there at low water, is 90 feet wide and 2 feet deep, running over a solid rock bottom, will require a bridge having one span of 100 feet and two spans of 75 feet, on a grade of 0·50 per 100; and 85 feet above the water, with rock cuttings at approaches and reverse curves. While this part of the line was being run out, I examined the valley of the south-west branch, which though not admitting of a continuous descent yet offered a highly favorable means of avoiding the high bridging and heavy approaches involved in the line we were continuing. I therefore returned and ran a line on the high level and incomparably better ground, from the 45th to the 48th mile, passing to the north of a rocky ridge lying between the valley of the said south-west branch and the former line, until I got through an opening or gate in the ridge to the south and on to the same slope with the other line, but at a greater elevation (see profile of same), thereby demonstrating the practicability of avoiding the former ground with its high bridge altogether. The continuation of this line would involve a gradient of 24 feet per mile for about 12 miles, while the high bridge line would be at least six feet less, with distances nearly equal.

Returning then to our original line, we continued it with descending grades on ground sloping down to Thunder Bay, taking cross-sections where high points were encountered, to guide us subsequently in making a trial location if necessary. At 59½ miles, a stream called Current River is crossed, 50 feet in width, and three feet deep, with rocky bottom, where a bridge of 80 feet span will be required, and one and a half miles beyond this, McVicar's Creek is reached, being the eastern limit of Prince Arthur's Landing. This stream is 26 feet wide and two feet deep, with a gravel and boulder bottom, and at 61¾ miles from B, or 47⅔ miles from A, connected with the east end of the Kaministiquia and Prince Arthur's Landing Railway, near the water's edge.

Having found the whole of this distance highly favorable for the construction of a line of railway, with the exception of about three or four miles of rather heavy work, I returned with the party to the head of Black Bay to try a line more to the northward than that explored the previous summer to Nipigon Bay. By my accumulated explorations I could get a very good surface to and over Black Sturgeon River by passing nearer to the foot hills of the mountains, where the depth of the river would be less than lower down the stream without changing the relative difference between the water and the top of the banks.

I returned to and started again from the Common Point A eastwardly towards Red Rock to test my theory of these grounds, and succeeded in running a straight line for eight miles, crossing that river at 7 miles, with a fall of 50 feet from surface of water, only nine feet deep (in place of 35 as before), requiring a bridge of one span of 100

feet, and two spans of 75 feet with about 50 feet of trestle work approaches on each side, the banks being 450 feet apart at top, the general surface requiring on most of it but very little filling to bring it to an easy grade line, and continuing a few miles further over similar grounds as shown by profile.

Then it was found necessary to turn with the valley of Trout Creek and reach Nipigon Bay by the same (see plan and profile), then following the water's edge around the base of a high mountain, we passed from station 755 to 765 by deep water and by soundings taken at station 755, at 50 feet out, 4½ feet deep; at 100 feet out, 27 feet deep; at station 760, 50 feet out, 26 feet deep; 100 feet out, 44 feet deep; at station 765, 50 feet out, 15 feet deep; 100 feet, 18 feet deep. This is the only place that will admit of a siding being made to deep water in Nipigon Bay.

Passing on from that point for three miles along the margin of the shore, the mouth of the Nipigon River is reached. Continuing near the river for one mile to Red Rock, the river is crossed, and connection made with Mr. Gamsby's line, with a chainage of 951x20, and at station 521x19 of his line, a total distance of 65·84 miles from Prince Arthur's Landing.

In reviewing the line it may be classed as follows: From Red Rock for a distance of 25 miles the ground is suitable for any easy alignment and very light work over a loam and sandy soil, except for two miles where the line leaves Nipigon Bay, at which place some three degrees of curvature will be necessary where the work is not heavy, the material is chiefly rock. From the 25th to the 41st mile the alignment will be more serpentine, but work is not heavy, and material chiefly earth, and where grades compensating for curvature can be easily maintained. One mile at summit is rather heavy. From the 41st to the 49th mile, the work is light and curvature moderate.

49th to 52nd mile.—Somewhat heavy, with high bridge 85 feet above water, 250 feet long, with a good deal of rock work; reverse curves, one on each side; see alternate line on plan and profile.

52nd to 63rd mile.—On ground sloping to Thunder Bay, where a line can be placed on nearly any desired ground, with light work generally; material, sand, clay, and boulders, with one point exclusively solid rock, 25 feet at greatest depth, 1,000 feet long, with, perhaps, some solid rock in bottom of some cuttings; curvature will be moderate.

63rd to 65·84 miles.—Light work; materal, sand and clay. Near the end of this section there are fine facilities for supplying any reasonable quantity of water by gravitation.

TIMBER.

One-half of this line has a good deal of timber, suitable for trestles, culverts and piles, with smaller timbers abundant for about twenty miles east of Prince Arthur's Landing.

CHARACTER OF THE SOIL.

In the Township of Dawson there are about 18,000 acres of arable land, sand and clay loams, two-thirds of which is well suited to the culture of the coarser grains, hay and all kinds of vegetables, the remainder, being swampy, would require a good deal of drainage.

In an unsurveyed piece of land at the head of Black Bay, lying between Dawson and Dorion Townships, there are at least 6,000 acres of very fair land, requiring only drainage to make it highly productive.

On the east side of the Township of Dorion there are about 8,000 acres of good land, adjacent to Black Bay, having a good deal of natural drainage through it, with clear and pure water, besides about 12,000 acres interspersed with rocky ridges, and islands of trap rock covering from one-third to one-half of this area; the remainder, being good land, heavily timbered with cedar, spruce, tamarac and pines, suitable for bridging, and a good deal of large sized birches and poplars.

Wherever solid rock occurs on this line it will be found to be chiefly of trap.

COMPARATIVE DISTANCES FROM RED ROCK *via* DOG LAKE TO JUNCTION WITH MAIN LINE.

	Miles.
From Red Rock to Point A, on plan	18·01
" Point A, *via* Dog Lake, to junction with railway near Linkoping Station	84·59
	102·60
Less possible reduction on reivision	4·00
Total distance	98·60

FROM RED ROCK TO PRINCE ARTHUR'S LANDING.

	Miles.
From Red Rock to Point A, as above	18·01
" Point A to Prince Arthur's Landing	47·83
" Prince Arthur's Landing to Fort William	6·00
" Fort William to junction near Linkoping	56·83
Total distance	128·77

Very respectfully yours,

SANDFORD FLEMING, Esq., C.M.G., Engineer-in Chief.

R. M. McLENNAN, *Engineer-in-Charge.*

RETURN

(23*k*)

To an ADDRESS of the HOUSE OF COMMONS, dated 22nd December, 1880;—for copies of all Orders in Council, Correspondence, Reports and papers touching the contracts for the two sections of 100 miles each of the Canadian Pacific Railway west of Red River, and touching the Cancellation of either of the said Contracts, the Execution of the work thereon and the Cost thereof.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
14th January, 1881.

COPY OF 20,100.

5 per cent. security offered by John Ryan, in re-contract for colonization line from Winnipeg west, viz:

1. Deposit receipt of Quebec Bank for	15,000
2. Deposit receipt of Bank of Montreal	3,000
3. 30 shares of $200 in capital stock of Bank of Montreal, forming	6,000
4. 125 shares of $40 in stock of Ontario Bank	5,000
	$29,000

OTTAWA, 15th August, 1879.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd August, 1879.

On a Report dated 18th August, 1879, from the Hon. J. H. Pope, acting in the absence of the Minister of Railways and Canals, stating that 39 tenders have been received (1st August, 1879) for the grading, tracklaying, and ballasting of 100 miles of the Canadian Pacific Railway west from Winnipeg, such tenders varying from $553,060 to $994,550.

That the lowest tender is that of Mr. W. C. Hall, of Three Rivers, who offers to do the work at rates which when extended amount to $553,060.

That Mr. Hall was notified on Monday the 4th, and came to Ottawa on the 7th instant.

That one of the conditions of the specifications upon which these tenders were based requires that the contractor shall deposit with the Government, money or its equivalent value at current rates of public securities or bank stock, to the amount of five per cent. of the bulk sum of the contract.

That Mr. Hall, by a letter dated the 8th instant, has declared his inability to comply with this condition, and has verbally stated that his financial means were limited to eight or ten thousand dollars.

That the Engineer in charge of the works has reported that in his opinion Mr. Hall could not perform the work for the prices named in his tender, and further, that from his own statement he has neither the financial means nor ability to execute the works within the time specified.

That the next lowest tender received is from Mr. John Ryan, whose prices when extended give a bulk sum of $600,500.

That Mr. Ryan has declared his readiness to proceed with the work, and has duly deposited the sum of $29,000 as security.

The Minister recommends that the work be entrusted to Mr. John Ryan at the prices named in his tender.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. H. HIMSWORTH, *C.P.C.*

CANADIAN PACIFIC COLONIZATION RAILWAY,
WINNIPEG, 29th August, 1879.

SIR,—In reply to your telegram I have reported to Mr. Smellie, Government acting Engineer-in-Chief, corroborative of which I send you the following particulars:

In accordance with instructions sent to me by Mr. Sandford Fleming, and verbal instructions from Sir Charles Tupper, in reference to the location and survey of the Canadian Pacific Colonization Railway west of Red River, which point was shown me on the plan by Mr. James H. Rowan, near the Selkirk crossing, and thence to the south and east of the penitentiary; thence, following westerly in the vicinity of the fourth base line, with a branch line from the city of Winnipeg to the penitentiary property, and another branch from Winnipeg to a point near the principal meridian on the fourth base line; this latter branch being particularized by the people of Winnipeg by the deputation which waited upon Sir Charles Tupper in behalf of the said city.

I was also instructed to run a more northerly line in case the city did not comply with the conditions and right of way obligations which they entered into with the Government.

I have now to submit the following report in reference to what has been done in carrying out the above instructions. On the 9th day of June I began my survey, leaving this place for Selkirk, and commencing instrumental work on the line at the

above mentioned point, thence to the penitentiary, and *via* the fourth base line to the boundary of the Province of Manitoba, a distance of 103 miles, and the two branches, one to the penitentiary, a distance of 10½ miles, and the one to the fourth base line, at a point near the principal meridian, a distance of 14½ miles, making a total distance located of 128 miles, and returned to this place on the 21st day of August.

On my way down, when near Portage la Prairie, I met a messenger with two telegrams from Mr. Smellie, one asking if the line west of the penitentiary was the best that could be obtained. He had in his possession forty-three miles of profile of extremely easy line to construct, but at the time of survey some grass meadows were covered with water, which is shown on the section, much of which is now dry, and that the balance of the line to the boundary was as favorable; and the other, a request from you signed by Mr. Smellie, to examine a line in the vicinity of Rockwood Post Office, westerly to the extreme end of Long Lake, thence to the fourth base, joining the other line.

I replied at once by the same messenger to him, and sent my party on to get supplies, &c., to begin the northerly line included in my instructions and at the point indicated. I explored the line easterly, and had a good opportunity of seeing and judging the country on both sides of the line I was on.

On my arrival here I found Mr. W. B. Smellie and laid my whole work before him in his capacity as acting Engineer-in-Chief, and stated, in reference to the north line, which I had examined, that it was of a more rolling character, and shorter grades and cuttings in places, which are very prejudicial to the working of railways in a prairie country on account of snow and an average of one-half of the distance wooded, but with the advantages of plenty of very fine ballast at different points; and some large, bad marshes have to be crossed, as water cannot be avoided anywhere you project a line. And on the other or fourth base line, being an extremely open prairie line and all side ditching for the banks and no cuts, and easy, gradual grades ascending westerly, what more could be desired when the specifications confined the contract to six thousand yards per mile.

I at once divided my party into two with additional assistance, to run the north line indicated by you, in the shortest possible time, and am sending another party from here to run a third branch line from Winnipeg to the northern line at Mr. Smellie's request.

I have forwarded a plan of the City of Winnipeg, showing the lines proposed over Red River and through the city to where branch lines meet at the Corporation limits, and also a plan of the Province showing the location of all the lines ready for the contractor to begin on, and those which are in the course of survey.

Your telegram stating to Mr. Smellie that not an hour's delay must occur, as I assume that the Government wished no consequential damages to arise from delay on its part or through the Engineer-in-charge not being ready, as I understand Mr. Smellie to have told Mr. Ryan that the location was not ready, I beg most distinctly to say to you as acting Minister, that the lines I have indicated and shown on the plan as located, which include the line on the 4th base to the boundary, and the two branch lines intersecting from Winnipeg, can be ready for construction as soon as Mr. Ryan can find men to work on them. I will guarantee my assistant being here to keep 500 men at work from now out. The Council have voted their two hundred thousand dollars for a bridge over Red River, and give the right of way over Point Douglas avenue. I may observe that the rails are laid from the main line to the water's edge at that place, and for temporary purposes would assist the contractor very materially in getting rails to the city limits.

I have, as you will see from the plan of the city accompanying this, made a comparison of distances by the different routes, for your guidance, which may be modified when the right of way is settled.

Also that the branch marked "*Asked for by Winnipeg*," is much better than the one at present to the penitentiary, which they are now doing, so no delay should occur with the contractor when he comes here, if you select either branch; they are already expending $1,100 on the ditch.

I am having borings made at Broadway and Point Douglas, and profiles of the same, which will, if desired, be submitted to you at the earliest moment.

I am, Sir, your obedient servant,

W. MURDOCH, *Engineer-in-Charge, C. P. Railway.*

Hon. J. H. POPE, Acting Minister of Railways.

By Telegraph from Winnipeg, Man., to Hon. J. H. Pope,

OTTAWA, 11th Sept., 1879.

Have just returned from visiting a portion of line. Find there cannot be much done without rolling stock, which is ordered and will be here shortly; will write you particulars.

JOHN RYAN.

(*Telegram.*) OTTAWA, 11th Sept., 1879.

Push on your grading, as fast as possible, let there be no delay.

Mr. JOHN RYAN, Contractor, Winnipeg. J. H. POPE.

OTTAWA, 18th Sept., 1879.

SIR,—For the information of the Department, I beg to hand you the following copies of telegrams transmitted and received, having reference to the Colonization line of railways recently contracted for, from Winnipeg westerly :—

"OTTAWA, 25th August, 1879.

"See without fail that Ryan commences work immediately. There must not be an hour's delay.

"W. B. SMELLIE, Winnipeg. "J. H. POPE."

"OTTAWA, 8th Sept., 1879.

"Commence at the point west of the city where the two proposed lines as laid out on the plan sent by you intersect and proceed northerly on the line recommended by you.

"W. B. SMELLIE, Winnipeg. "J. H. POPE."

"OTTAWA, 8th Sept., 1879.

"Letter received. Push the work under Ryan's contract as indicated therein. Do not commence temporary station building on the spur opposite Broadway avenue till you hear further.

"W. B. SMELLIE, Winnipeg. "J. H. POPE."

"WINNIPEG, 11th Sept., 1879.

"Have just returned from visiting portion of line, find there cannot be much done without rolling stock which is ordered and will be here shortly. Will write you particulars.

Hon. J. H. POPE, Ottawa. "JOHN RYAN."

"OTTAWA, 11th Sept., 1879.

"Push on your grading as fast as possible, let there be no delay.

"JOHN RYAN, Winnipeg. "J. H. POPE."

"OTTAWA, 15th Sept., 1879.

"Will the City Council furnish temporary right of way, free of charge, from river to Government Reserve, to enable contractor to proceed; if so, please describe the starting point on river and the street or other line across city to reserve.

"Mayor LOGAN, Winnipeg. "CHARLES TUPPER."

"WINNIPEG, 15th Sept., 1879.

"City Council have granted temporary right of way to Mr. Skead, free of charge, from river opposite station over Point Douglas Avenue westerly to Dominion Government Reserve on Point Douglas Common.

"Sir CHARLES TUPPER, Ottawa. "ALEX. LOGAN, *Mayor.*"

"City Council, to-night, unanimously chose Point Douglas as location for bridge. I leave to-morrow for Ottawa as delegation from City.

"Sir CHARLES TUPPER, Ottawa. "ALEX. LOGAN, *Mayor.*"

"WINNIPEG, 17th Sept., 1879.

"Has Sir Charles returned yet? Ryan has been here nearly three weeks and not turned a spade; working weather rapidly passing away; waiting decision as to route of line and where to start from; is any decision yet come to.

"Hon. J. H. POPE, Ottawa. "C. J. BRYDGES."

"OTTAWA, 17th Sept., 1879.

"City has granted temporary right of way, but cannot be accepted until Privy Council meets when quorum of Ministers come to Ottawa. Meantime if Skead has obtained right of way from Common Point near Mr. Phillip's street toward penitentiary, direct Ryan, Contractor, to proceed on that line, and instruct Murdoch to the same effect. The Minister telegraphed Smellie 25th August to start Ryan without an hour's day. Smellie probably did what seemed necessary. In his absence again give positive orders to commence work on line indicated. No change will be made.

"JAMES H. ROWAN, Winnipeg. "SANDFORD FLEMING."

"OTTAWA, 18th September, 1879.

"Inform Council that the Government accepts the temporary right of way offered by City Council of Winnipeg from Point Douglas to Reserve, to be used if required until permanent arrangements are effected; directions have been given to lay track at once.

"MAYOR LOGAN, Winnipeg. "CHARLES TUPPER."

"OTTAWA, 18th September, 1879.

"Government accepts temporary right of way offered by City of Winnipeg free of charge from Point Douglas to be used, if required, until permanent arrangements are effected. Have track laid at once under Ryan's contract.

"JAMES H. ROWAN, Winnipeg. "SANDFORD FLEMING."

P.S.—The above telegrams on the subject of right of way across City of Winnipeg have been collected together; I put in the form as a record of the whole transaction to date.

S. F.

OTTAWA, 15th October, 1879.

SIR,—I am directed to refer to you for the report of the copy of a communication from Mr. Joseph Ryan, M.P., having reference to a survey for a deviation of the Canadian Pacific Railway south of Lake Manitoba, with the view of bringing the line into the village of Portage La Prairie, and to state that the Honorable the Acting Minister of Railways and Canals is of opinion that it would be advisable to have such survey made.

I have the honor to be, Sir, your obedient servant,

SANDFORD FLEMING, C.M.G., Engineer-in-Chief, C.P.R., F. BRAUN, *Secretary*.

(*Telegram.*) WINNIPEG, MAN., 25th October, 1879.

Ryan has not returned, but progress making, tracklaying will begin as soon as frost comes; have started survey to Prairie Portage, also to Nipigon; about half Pembina Branch partially ballasted to-morrow; everything now possible being done, and as Smellie telegraphed from Fort William nothing specially required; my intention is to leave for Ottawa direct Monday.

To Sir CHARLES TUPPER. SANDFORD FLEMING.

WINNIPEG, 5th March, 1880.

SIR,—I beg leave most respectfully to inform you that the Crown Timber Agent here has called upon me to pay stumpage upon timber cut upon the Dominion Government lands for sleepers, cordwood, and bridge timber for use in construction upon Contract No. 48 of the Canadian Pacific Railway.

I need scarcely tell you that in tendering for the work I made no allowance for such a charge, knowing that the contractors upon the Intercolonial Railway were not called upon to pay stumpage, and further believing that I should be entitled to cut timber upon the Government lands free of stumpage under a certain clause in the Pacific Railway Act, of which the following is an extract, viz.:—"It shall be lawful for the contractor to take from any public lands adjacent to or near the line of said railway, all stone, timber, gravel and other material which may be necessary or useful for the construction of the said railway, &c."; and I was further lead to believe that a liberal policy would be adopted by the Dominion Government with respect to the cutting of timber upon these lands for use in the construction of this great public work, as I understood that the Ontario Government have allowed Messrs. Percell & Ryan, the contractors for Section 41, to cut upon their lands free of charge in consideration of its being a work which, when completed, will enhance the value of the Crown Lands in the locality.

I have already delivered a considerable quantity of ties, timber and cordwood upon my contract. These the Crown Timber Agents have threatened with seizure and sale, and to avoid this, and awaiting the favorable consideration of the Government, I have, in the meantime, upon the advice of Mr. Schreiber, given a bond for the payment of such dues, if any, as the Department may insist upon.

Had I been aware that it was intended to exact stumpage dues, I would have added it to the price of the ties in the tenders, but neither in the notice inviting tenders nor in the tenders themselves was any intimation given that the Government would demand payment for materials taken from the public lands for the works of construction, consequently I did not do so; therefore my price is so low that I fear it will embarrass me in pushing forward my work if the Department should suddenly levy upon me for the amount.

In the meantime I am making great efforts to advance the work, as I think Mr. Schreiber will testify, and I am sure no one is more anxious than I am to carry out the contract to completion to the entire satisfaction of yourself and the Chief Engineer,

of which I think you will be convinced when you have the opportunity of observing my progress when the favorable working season sets in.

I am forwarding a copy of this communication to the Right Honorable Minister of the Interior for his information.

I am, Sir, your obedient servant,

JOHN RYAN.

Hon. Sir Charles Tupper,
Minister of Railways and Canals, Ottawa.

(*Memorandum.*) Ottawa, 18th March, 1880.

The undersigned has the honor to recommend that the following clause of the Canadian Pacific Railway Act, 37 Vic., chap. 14, clause 14, be held to apply to the case of Mr. John Ryan, Contractor for Section No. 48 of that railway, *viz.*:—"It shall be lawful for the contractor to take, from any public lands adjacent to or near the line of the said railway, all stone, timber, gravel and other materials which may be necessary or useful for the construction of the railway;" and that stumpage dues upon timber cut upon the Dominion Government lands by him in the prosecution of the work under contract be remitted."

Respectfully submitted,

CHARLES TUPPER,
Minister of Railways and Canals.

Ottawa, 29th March, 1880.

Sir,—I have the honor to inform you that on the 5th inst. a letter was received by the Minister of the Interior from Mr. John Ryan, Railway Contractor, Winnipeg, covering copy of a letter written to the Hon. the Minister of Railways and Canals by Mr. Ryan, claiming the right to take timber from Dominion lands free of cost, to be used in connection with his contract, and complaining that he had been called upon to pay stumpage on timber which he had taken for such purpose by the agent of this Department in Manitoba appointed to look after timber on Government lands.

By direction of the Minister of the Interior a copy of Mr. Ryan's letter was enclosed to the Department of Justice, with the request that the Minister might be favored with the opinion of the Minister of Justice as to Mr. Ryan's legal right to take timber free of cost from the public lands to be used in carrying out his contract. To this letter a reply was received, a copy of which is herewith enclosed by the direction of the Minister of the Interior, for the information of the Hon. the Minister of Railways and Canals.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS,
Deputy of the Minister of the Interior.

T. Trudeau, Esq.,
Deputy Minister of Railways and Canals.

Department of Justice, Ottawa, 23rd March, 1880.

Sir,—I have the honor to acknowledge receipt of your letter of the 20th instant, submitting copy of a letter addressed to the Minister of Railways and Canals, by Mr. John Ryan, contractor for Section 48 of Canadian Pacific Railway, complaining of the action of your Department in claiming dues from him for timber cut upon Dominion lands, and quoting, in support of the position he assumes, a certain section of the Pacific Railway Act, which appears to give power to the contractors for the construction of the railway to take timber from the Public Lands without paying duties.

In reply, I have the honor to say that the section referred to, namely, sub-section 14 of section 8, does not apply to a contractor such as Mr. Ryan, whose contract is

made with the Government for building the road as a public work. The section referred applies only to the case of the road being built by contractors, under the provisions of the Act, not as a public work of the Dominion, but as a private enterprise in consideration of certain money grants and land grants In my opinion in the absence of a special agreement in that behalf, a contractor, such as Mr. Ryan, has no more right to take timber from Dominion lands for the purpose of his contract than he would have to take any other property belonging to the Government, which he might be able to utilize in carrying out the terms of the contract.

Papers returned.

Your obedient servant,

Z. A. LASH, *D. M. J.*

Colonel DENNIS, Deputy Minister of the Interior.

AT WINNIPEG, 1st June, 1880.

MY DEAR SIR CHARLES,—Owing to a large swamp at the points marked "A" in pencil on the enclosed plan of the first one hundred miles west of Winnipeg, it will be advisable, both as regards cost of construction and maintenance, as well as with a view of expediting the work, to locate upon the line marked blue upon the plan, and I have accordingly sent the Assistant Engineer out upon this line to locate it, and shall be glad to receive your approval upon receipt thereof.

Yours faithfully,

COLLINGWOOD SCHREIBER.

Hon. Sir CHARLES TUPPER, Ottawa.

OTTAWA, 15th June, 1880.

SIR,—I am directed to inform you that the change in the location of the line of the Pacific Railway at a point in the first one hundred miles west from Winnipeg, suggested by your letter of the 1st instant as advisable for the avoidance of a swamp, is duly approved by the Minister, and you are authorized to carry your suggestion into effect.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

COLLINGWOOD SCHREIBER, Chief Engineer, C. P. R.

1st July, 1880.

DEAR SIR,—Great dissatisfaction exists at the slow progress being made with the work on the first one hundred miles west of Winnipeg, and I am to say that the Government are determined to have the track laid over the entire length of your contract this season. You must be fully aware that the rate of progress you are now making will not insure this being done, and, unless more favorable reports of progress with the work are received shortly, it will become my duty to advise the Government to adopt means to insure the completion of the tracklaying this season.

I earnestly hope, however, that the work will progress satisfactorily, and that the Minister, when he visits it with me in a few weeks, will have cause to be pleased with the progress being made.

You are aware that you need to increase your rolling stock.

Yours truly,

COLLINGWOOD SCHREIBER,

JOHN RYAN, Contractor, Winnipeg.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 7th July*, 1880.

On a memorandum, dated 2nd July, 1880, from the Honorable the Minister of Railways and Canals, representing upon a report received from the Chief Engineer of the Canadian Pacific Railway, that on the 19th of August, 1879, a contract was entered into with Mr. John Ryan for the construction of the first one hundred mile section of the Pacific Railway, west from Red River, such contract to be completed by the 19th August, 1880.

That notwithstanding repeated urging, on the part of the engineers in charge, the rate of progress made by the contractor is so far from satisfactory, that it is evident that unless strenuous efforts are made, the grading, tracklaying and ballasting will not be completed during the present season.

The Minister accordingly recommends that he be authorized to take the works out of the hands of the contractor, and to adopt such measures as may be necessary to complete the same, unless, within three weeks from this date, the contractor shall have placed upon the works four (4) locomotives and eighty (80) cars, together with a sufficient force of men to complete the grading, tracklaying and ballasting during the present season.

The Committee submit the above recommendation for Your Excellency's approval.

Certified. J. O. COTE, *C.P.C.*

Hon. Minister of Railways and Canals.

OTTAWA, 8th July, 1880.

SIR,—I beg to hand you the following copy of a telegram sent on the 2nd inst. by directions of the Honorable the Minister to Mr. John Ryan, contractor for the first 100 miles section west of the Red River (48th cont.), together with his replies thereto; also of telegram sent Mr. W. D. Barclay, the Resident Engineer on this contract, dated 6th inst., with his reply.

To John Ryan :— 2nd July, 1880.

"The Department has determined to annul your contract unless you have employed on the work within three weeks from this date four locomotives and 80 cars, with a sufficient force of men to complete the grading, tracklaying, and ballasting during the present working season. If you are unable to do this, I should recommend you to frankly inform the Department to that effect by telegraph, in order to save time."

From John Ryan :— 7th July, 1880.

"Your telegram received. I am now laying half mile of track per day, and expect to double it when I cross Stonewall Lake. I have ordered another engine and twenty cars, which I expect inside of a month. As you know, it is only now the water is falling and work can be done to any advantage; almost at any price. I promise you the track will be laid this season, and, I hope, seventy miles ballasted."

From John Ryan :— 7th July, 1880.

"I do not expect the Government will pay me the combined amount of grading and ballasting by the mile. You know it cannot be done so speedily any other way. I have talked to Mr. Barclay about getting over Stonewall Lake; he will advise you."

To W. D. Barclay :— 6th July, 1880.

"Report by telegraph force and rolling stock employed on Contract 48, track laid, and progress generally."

From W. D. Barclay:— 7th July, 1880.

"Two engines, 36 platform cars, 115 men; track at junction last night; lying about half a mile per day; will have track in fair running order to engine-house to-morrow. Ryan says will get another engine and more cars at once, and promises to lay one mile per day after crossing Stonewall Swamp. Will cross swamp on longitudinal timbers, instead of brush, after piling first 200 feet; will remove after track is laid. This will be quickest and cheapest way. If no accident, will have Red River Bridge completed by 13th inst. Has line you proposed west of Portage been adopted?"

We have the honor to be, Sir, your most obedient servants,

C. SCHREIBER,
W. B. SMELLIE.

F. BRAUN, Esq., Secretary of Railways and Canals.

OTTAWA, 21st July, 1880.

SIR,—Referring to my communication of the 8th inst., I beg to hand you the following copies of telegrams in continuation of the same subject.

To C. Schreiber:— 12th July, 1880.

"Ryan says in answer to your letter and telegram: 'Am now laying half mile track per day; expect to double it when I cross Stonewall Lake. Have ordered another engine and 20 cars, which I expect inside of a month. As you know, it is only now the water is falling, and work can be done to any advantage, almost at any price. I promise you the track will be laid this season, and, I hope, seventy miles ballasted. Barclay says two engines, 36 cars, and 115 men at work. Track at junction on seventh.'

W. B. SMELLIE."

To W. B. Smellie:—

"Message received. Tell Minister I think it better not to disturb Ryan's matter. I shall be in Winnipeg about the 14th proximo.

I have the honor to be, Sir, your most obedient servant,

C. SCHREIBER.

A. P. BRADLEY, Esq., Acting Secretary of Railways and Canals.

WINNIPEG, 26th July, 1880.

SIR,—I am in receipt of a letter from the Engineer-in-Chief (Mr. Schreiber), dated first of July last, and informing me in effect that great dissatisfaction exists with the progress being made with the work upon my contract, covering the first hundred miles west of Winnipeg.

Until October of last year, no part of the line or location of these hundred miles was fixed or settled upon. In that month, October, the line was only located to a point distant about twelve miles north of Winnipeg; a great portion of the ground between Winnipeg and this point being then covered with water to the depth of two and sometimes three feet and more.

I received instructions to have "off take ditches" constructed to carry this water away, and went to the trouble and expense of hiring the necessary men, and making the requisite arrangements to construct these ditches, and then found my instructions countermanded. The consequence being that I had no alternative but to wait until the ice was strong enough to enable me to lay the track, which I then did with all possible dispatch.

The line west of the point above referred to was not located until the end of May of the present year, and I began my tracklaying upon this latter part of the line in the following month of June. Large areas of this part of the line, between Winnipeg and Stony Mountain, were, during April and June last, submerged in two and three feet of water; and I had, with my gravel trains, to fill up those portions of the road-bed, and raise the track above the level of the water, before trains could be

run to carry material for laying the track beyond. There was thus occasioned great and inevitable trouble and delay, of which you may form some estimate when I tell you that my men were working thigh deep in water to raise the track over those submerged portions of the line.

When my work had reached twenty-three miles west of Winnipeg, I found the line covered with three feet of water, and no provision made for the drawing of it off. Here my track-laying, at and beyond this point, was delayed for more than a month, until that portion of the line so under water could be built up with timbers and filled in with gravel.

I feel that I can confidently refer to the Chief Engineer and to the local Engineers in charge of the work, for corroboration of what I have above alleged, and that they will bear me out when I say that I have spared no reasonable and proper effort to meet the wishes of the Government, in carrying out and pushing on with my contract work as speedily as possible; and that no delay has arisen from, or been occasioned by any default or neglect of mine. I beg to add that it will be my special endeavor and effort to prosecute this work with all reasonable haste, and to bring it to as speedy a completion as possible.

I am, Sir, your obedient servant,

JOHN RYAN.

Hon. Minister of Railways and Canals.

WINNIPEG, 23rd July, 1880.

MY DEAR LANGEVIN,—I have just returned from a trip over John Ryan's contract west of this place. He has twenty-three miles of track laid, and seems to have had great difficulty on account of the country being overflowed with water, but is now getting on well. He will have the whole 100 miles laid this fall, and will be ready for trains this winter. I think he has done all he possibly could have done, and seems a very energetic and capable contractor. I do not think, under the circumstances he had to contend with, that the work could have been pushed faster. Am going over the road from here to Arthur's Landing, and will take the opportunity of dropping you a note, giving my opinion of the work and its progress.

Yours truly,

JOHN HAGGART.

CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER IN CHIEF,
OTTAWA, 3rd August, 1880.

SIR,—Referring to my letters of the 8th and 21st July last, respecting the progress being made on the first 100 miles west of Red River (contract No. 48), and in continuation thereof, I beg to hand you the enclosed copy of a letter from the resident Engineer, dated the 23rd ultimo.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,
Per W. B. SMLLEIE.

A. P. BRADLEY, Esq., Acting Secretary Railways and Canals.

WINNIPEG, 23rd July, 1880.

DEAR SIR,—In accordance with your instructions of the 5th inst., I beg leave to report on the progress made by Mr. John Ryan, contractor of contract 48.

The track is laid as far as station 1085, 22 miles west of Main street, Winnipeg, and about two-thirds across Stonewall Swamp. This swamp has delayed him very much, as it has taken him the whole week to lay about one mile. The track is in

good running order to that point. He has now begun finishing the ballasting of the track from Winnipeg west, and will get along rapidly; as all the swamps have been previously lifted, it will require a very small quantity of ballast to complete the roadway. He is at present very short of men, having lost over fifty within the last week. They have gone harvesting. He is also very short of rolling stock, especially as in a short time he will have to haul sleepers and other material from contract 14. I consider it impossible for him to get the track laid and sufficiently ballasted to put it in good running order this fall unless he gets two more engines (making four in all), and say eighty cars. He will require in a few days one engine and fifteen cars to bring sleepers and other material from contract 14, one engine and fifteen cars to forward material from here for tracklaying, two engines and fifty cars hauling ballast, and about 300 men. With this force he should get the track laid by the end of November to the Manitoba boundary, and ballasted sufficiently to put it in good running order.

I have repeatedly urged upon him the necessity of getting more rolling stock, and he has been telegraphing several parties and builders to see at what price and how soon they can deliver it here, but no satisfactory arrangements have been made. He is now going east the first of the week to see what arrangements he can make. He would have gone some time ago, but did not want to leave until they got the track across the swamp at Stonewall.

They are now laying the track across the temporary bridge over Red River, and should connect it with the Pembina Branch to-morrow (Saturday).

I remain, yours respectfully,

W. D. BARCLAY.

C. SCHREIBER, Esq., Engineer-in-Chief.

OTTAWA, 6th August, 1880.

SIR,—In continuation of the subject referred to in my letter of the 8th and 21st July, and of the 3rd inst., I beg to hand you the following copy of a telegram received from Mr. W. D. Barclay, the resident Engineer on the contract in question, dated the 4th inst.:—

"Eighty men in ballast pit, Stony Mountain, and on lift, struck Monday and Tuesday for two dollars per day. Sixty returned to work to-day. Fifty men filling "into Stonewall marsh; will get across by Saturday; will then rush tracklaying. One hundred and twenty men working. Ryan gone east for rolling stock."

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,
Per W. B. SMELLIE.

A. P. BRADLEY, Esq., Acting Secretary Railways and Canals.

OTTAWA, 14th August, 1880.

I have come from Winnipeg just for the purpose of obtaining rolling stock for the speedy completion of the first 100 mi'es west of Red River. The rolling stock required immediately is two locomotives and 35 platform cars; the value of which will be about $42,000. Appreciating the desire of the Department for the early completion of the section, I am most desirous to meet its views.

I, however, feel it burdensome to be obliged to procure this rolling stock, which will only remain in my possession for two or three months at most, by which time the railway will be in a position to be operated by the Government, and when the rolling stock would be taken off my hands at a valuation.

I have now to request that the Department will supply and put the required plant upon the section, charging me with the wear and tear while being operated by

me, or that it will enable me to purchase the stock by advancing the cost of the same upon delivery, taking bill of sale, or otherwise, as you may deem most expedient.

I have the honor to be your obedient servant,

JOHN RYAN.

To Acting Minister of Railways and Canals.

OTTAWA, 16th August, 1880.

John Ryan is here and writes that it will take $42,000 dollars to purchase two locomotives and 35 platform cars for his contract. He asks that the Department purchase them, charging him with wear and tear, or that Department advance him money to do so, taking bill of sale. He says his contract will be finished in two or three months, and that it will be burdensome for him to carry that sum. The Acting Minister asks for your opinion, as you have information he cannot possibly have.

A. P. BRADLEY, *Acting Secretary.*

C. SCHREIBER, Esq., Winnipeg.

OTTAWA, 31st August, 1880.

Ryan, contract No. 8, states to Minister that it is not intended to do the 700,000 yards of earth excavation, and that the 125 yards of ballasting will be excluded. He asks that you report whether the track on the first portion of the 100 miles is simply laid on the sod by your directions; whether this mode of construction is, in your opinion, the best that can be adopted under the circumstances, and whether you recommend that the remainder of the section be constructed in same manner, and if so, whether the road, &c., so built would be equivalent to the road contracted for with Ryan. Having now seen the line, and understand what is being done about rolling stock, what course do you recommend in view of the certain and duly completion of the contract.

A. P. BRADLEY, *Acting Secretary.*

C. SCHREIBER, Esq., Winnipeg or forward.

OTTAWA, 21st August, 1880.

SIR,—As, by direction of the Chief Engineer, I am laying track on the surface of the ground, and as the line was not located in good time on my contract, I have the honor to request that I be allowed for ballasting, the combined prices under my contract for grading and for ballasting, as I am obliged to finish the road to grade level with train service.

The amount of grading as per my tender is—

700,000 yards at 16c.....	$112,000 00
125,000 " ballast, at 22c.....	27,500 00
Total	$139,500 00

or $1,395 per mile.

I am, Sir, your obedient servant,

JOHN RYAN.

Hon. Minister of Railways and Canals.

By Telegram from John Ryan to A. P. Bradley.

TORONTO, 24th August, 1880.

I gave twenty cars to Ontario Car Co. and fifteen to Crossen, of Cobourg. They will all be finished and shipped end of this week. I will be here until seven (7) o'clock to-morrow morning.

JOHN RYAN.

To A. BRADLEY, Esq., Department of Railways.

OTTAWA, 25th August, 1880.

The execution of your contract must be pushed as vigorously as possible. Your money application will be dealt with by the Acting Minister when Mr. Schreiber's report reaches Ottawa, in a few days.

A. P. BRADLEY, *Acting Secretary.*

JOHN RYAN, Esq., Contractor, Toronto.

OTTAWA, 25th August, 1880.

John Ryan leaves Toronto for Winnipeg this evening. Have advised him as follows: "The execution of your contract must be pushed as vigorously as possible. Your money application will be dealt with by the Acting Minister when Mr. Schreiber's report reaches Ottawa, in a few days."

A. P. BRADLEY, *Acting Secretary.*

C. SCHREIBER, Esq., Winnipeg.

CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER IN CHIEF,
OTTAWA, 23rd August, 1880.

(*At Winnipeg.*)

SIR,—In reply to your telegram of the 21st instant, I beg leave to state that I know nothing whatever of there being any intention not to perform the necessary earthworks on contract 48. Whether it will be more or less than 700,000 cubic yards I am unable to say, but that only such quantity as is actually necessary will be executed, and such quantity only will be returned in the monthly estimates. As to the amount of ballasting to be done, it cannot materially vary from the quantity specified.

With respect to the mode of carrying on the work, I may say that with a view of facilitating the operations (the contractor having expressed his inability to procure a sufficient force to do the grading in advance of the tracklaying) I authorized him to lay the track on the prairie surface and to perform the necessary grading by train. This will secure an equally good, if not better, road-bed than by casting up the prairie muck. Of course catch-water ditches and off-take drains will be necessary. The rolling nature of the country upon the second hundred miles west of Windipeg will not admit of the same system being extended to these sections, except upon dry long level stretches of prairie. I am without advice of what, if any, arrangement the Acting Minister has made with the contractor for prosecuting the work, but unless more life is inspired into it at once disappointment will result.

The contractor telegraphs me that he has ordered twenty flat cars to leave London this week, and fifteen next week. This, with those already on the work, make a full compliment of 80 cars, and I have ordered two engines to leave Moncton to-day, which, with one Government engine and one engine belonging to the contractor upon the works, make a total of four engines. This I consider a sufficiency of rolling stock, but the difficulty which next presents itself is that he has not a force to work the stock; but to meet this emergency I could send a steam shovel from Section 15, but of course, as with the engines with the shovel, a specific sum must be charged to meet the wear and tear. I will remain here until the contractor returns in order that I may fully know what his plans are, and I shall in the meantime be glad to hear from the Department.

I have the honor to be Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Acting Secretary Railways and Canals.

CANADIAN PACIFC RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 25th August, 1880.

SIR,—Upon the subject of Departmental Document No, 23,249, dated 7th ultimo, I have the honor to report that if the plans, profiles, specificasions and contract clearly and distinctly defined the work intended to be executed under contract No. 48, I am of opinion the best mode of letting the work would have been on the lump sum system, but I cannot think it would be wise to introduce a lump sum system to one portion of the work and the schedule system to another portion.

I have the honor to be your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Acting Secretary Railways and Canals.

KNOW ALL MEN, by these presents, that I, John Ryan, of the Town of Brockville, in the County of Leeds and Province of Ontario, Contractor, named in contract number forty-eight of the Canadian Pacific Railway, in order to secure to Her Majesty Queen Victoria (acting therein and herein by the Minister of Railways and Canals for Canada), a certain advance to be made by the Government of the Dominion of Canada on those certain thirty-five platform cars hereinafter mentioned, doth hereby grant, sell and transfer to Her Majesty Queen Victoria, for the purposes and on behalf of the said Dominion, all and singular those certain thirty-five platform railway cars, manufactured and constructed for me by the Ontario Car Company of London (Ontario), and James Crossen, of Cobourg, in the said Province, the said cars to be delivered by me at Winnipeg, in the Province of Manitoba, and to be held by Her Majesty as aforesaid, in security for the said advance, and any other advances, which in like manner may be made in respect thereof, it being understood that the actual cost and value of each of the said cars so delivered at Winnipeg, aforesaid, will be as nearly as may be tbe sum of five hundred and twenty-five dollars in gold, or a total cost and value of as nearly as may be eighteen thousand three hundred and seventy-five dollars.

In witness whereof, I have hereunto set my hand and affixed my seal, this twenty-fifth day of August, in the year one thousand eight hundred and eighty.

Signed, sealed and delivered in the presence of } JOHN RYAN. [L.S.]
M. WILSON, Clerk, City of Toronto. }

WINNIPEG, 30th August, 1880.

MY DEAR SIR CHARLES,—As it is probable you will reach Ottawa before my return, I send these few lines with a view of giving you the latest information in relation to the progress being made with the works upon the Canadian Pacific Railway.

I leave here on Wednesday morning for a tour of inspection of the works between Cross Lake and Prince Arthur's Landing, with expectation of reaching Ottawa about the 14th proximo.

First 100 *miles West of Winnipeg.*

Ryan has been absent for some time in Ottawa. He is, I understand, to return to-day with thirty-five new cars. These, with the two engines coming from Moncton, will give him sufficient rolling stock to enable him to push his work vigorously for the balance of the season. Up to this time, from a want of rolling stock, the work has dragged along slowly, and was it not for Barclay's energy and activity, the work would not be as far advanced as it is. The track is now laid and surfaced 31 miles

out from Winnipeg, having on Saturday night reached a long stretch of dry country, over which they should certainly lay a mile a day. In order to keep the work moving in Ryan's absence, I have had to have the sleepers loaded and transported from the eastward to him at Winnipeg, for which we shall have to pay and charge to him. The freight on the rails over the Pembina branch in the same way will have to be made a charge against his work, as he fails to pay the accounts when rendered, and as it is desired to push the work, we can scarcely detain the rails until the freight is paid.

I am yours sincerely,

COLLINGWOOD SCHREIBER.

Hon. Sir CHARLES TUPPER, Ottawa.

OTTAWA 29th September, 1880.

The work on first hundred miles will probably be completed by Department by day labor. If you so request, the Department will purchase direct from the makers, Ontario Car Company and Crossen, the 25 platform cars lately ordered by you. Telegraph back your approval and price you have agreed to pay. Have you made any payment on account ?

F. BRAUN, *Secretary.*

JOHN RYAN, Winnipeg.

By Telegraph from Winnipeg, Manitoba.

OTTAWA, 30th September, 1880.

Eighty-six hundred and eighty-nine dollars eighty-eight cents, due Ontario Car Company for twenty cars, payable here to-day.

Sixty-five hundred and twenty-five dollars, due Crossen for fifteen cars, payable second of October; nothing paid on either account. Please settle with them both direct as you suggest.

JOHN RYAN, *Contractor.*

To F. BRAUN.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the* 5th *October*, 1880.

On a Report, dated 28th September, 1880, from the Hon. the Acting Minister of Railways and Canals, stating that by a contract, dated 19th August, 1879, Mr. John Ryan undertook to do the excavation, grading, bridging, tracklaying, ballasting, etc., of about 100 miles of the Canadian Pacific Railway, north-west from Winnipeg, upon a schedule of rates which, when applied to certain estimated quantities, aggregated $600,500; and to complete the works as follows:—50 miles within eight months after the date of contract, and the whole on or before the 19th August, 1880.

That on the 31st August last the Engineer-in-Chief reported that it was, he thought, a question beyond all doubt that the contractor was losing money by his work, and that he, the contractor, stated it was not in his power to continue the work upon the present arrangement, and, in the same report, the Engineer recommends, as a means of prosecuting the works with vigor, that they be carried out by Ryan for a lump sum which the Engineer suggested for each item of work, or that the works be completed by days' labor.

The Minister, in view of the urgency of having the works completed with the least possible delay, recommends that they be taken out of the hands of the contractor under the 14th clause of the contract, and carried out to completion by days' labor:

The Committee submit the above recommendation for Your Excellency's approval.

Certified. J. O. COTÉ, *C.P.C.*

Hon. Minister of Railways and Canals.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the* 5*th October*, 1880.

On a memorandum, dated 1st October, 1880, from the Hon. the Acting Minister of Railways and Canals, representing that, on the 7th July last, authority was given by Order in Council for taking out of the hands of Mr. John Ryan the works comprised in his contract for the first hundred mile section of the Pacific Railway, west from Red River, unless certain conditions therein stated were carried into effect.

That on the 28th ultimo, a report was made to the Hon. the Privy Council, based upon the advice of the Chief Engineer of the road, recommending that authority be given for the taking of these works out of the hands of the contractor, and for the completion by days' labor; this recommendation being on the same day approved by the Council.

That in pursuance of the measures so adopted, he, the Minister, upon the advice o the Chief Engineer, recommends that authority be given for the purchase, direct from the manufacturers, of the under-mentioned plant, ordered by Mr. Ryan; the transfer being approved by a telegram from Mr. Ryan himself, dated the 30th ultimo, namely, from the Ontario Car Company.

Twenty cars, for the sum of $8,700.00, from James Crossen; 15 cars, for the sum of $6,525.00, the same being required for the prosecution of the works. The Committee submit the foregoing recommendation for Your Excellency's approval.

Certified. J. O. COTÉ, *C.P.C.*

OTTAWA, 12th October, 1880.

SIR,—I beg to transmit herewith, for your information, copy of an Order in Council, which was passed on the 5th instant, authorizing the Hon. the Minister to take out of the hands of Mr. John Ryan the works on the Canadian Pacific Railway, contracted for by him under contract dated 19th August, 1879, as provided for by clause 14 of said contract, and to carry out said works to completion by days' labor.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

C. SCHREIBER, Esq., Engineer-in-Chief, C.P.R., Ottawa.

OTTAWA, 12th October, 1880.

SIR,—Authority having been given by an Order in Council, passed on the 5th inst., for taking out of the hands of Mr. John Ryan the works comprised in his contract for the first hundred mile section of the Pacific Railway, west of Red River, I have the honor to request that this office may be furnished with a form of official notice to be served on the contractor to that end. I enclose, for your information, the contract in question.

I have the honor to be Sir, your obedient servant,

F. BRAUN, *Secretary*.

Z. A. LASH, Esq., Deputy Minister of Justice.

OTTAWA, 19th October, 1880.

SIR,—With reference to your letter of the 12th inst., asking that a form of notice be furnished to your Department to be served on Mr. John Ryan, contractor for the first hundred mile section of the Canadian Pacific Railway west of Red River, for the purpose of taking the contract out of his hands, I beg to say that I have not sufficient information to enable me to draw the requisite notice.

A copy of the Order in Council mentioned by you should be sent to this Department, and also fuller instructions, showing under what clause of the contract it is intended to proceed.

Your obedient servant,

A. POWER, *for D. M. G.*

F. BRAUN, Esq., Secretary of Railways and Canals.

WINNIPEG, MANITOBA, 18th November, 1880.

DEAR SIR,—I beg most respectfully to ask for a settlement in connection with my contract on the Canadian Pacific Railway for the first 100 miles west of Winnipeg, for several reasons, most of which are stated in my letter to your Department, dated 26th July, 1880.

It was found impossible to do the work in accordance with the specification and contract, owing to the unusually wet season, which, I believe, was the wettest ever known here.

The ground on a great portion of the line was covered with water to a depth of two or three feet. Under those circumstances, the only practicable way to do the work was to lay the track on the surface of the ground and then bring the roadway up to the ballast level by train-work.

This, of course, done away with the ordinary excavation, as originally intended, and obliged me to haul a great quantity of gravel very long distances; but this mode of doing the work makes a much better road than if the sub-grade had been made up from side ditches, even if it were possible to do so.

I, therefore, beg to suggest, as a fair and just manner of arriving at a settlement, that I be paid on a mileage system for the work done up to the 1st of October past, the price per mile to be what the grading and ballasting combined would amount to at the prices stated in my contract.

The number of miles done to the above date to be arrived at by your Engineer.

The work will thus cost the Government no more than if it had been done as stated in the specification and contract, while it makes in every respect a much better road bed.

I have the honor to be, Sir, your obedient servant,

JOHN RYAN.

Hon. Sir CHARLES TUPPER, Minister of Railways and Canals.

OTTAWA, 1st December, 1880.

SIR,—I am directed to acknowledge the receipt of your letter of the 18th inst., asking for a settlement in connection with your contract for the first 100 mile section of the Canadian Pacific Railway.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

JOHN RYAN, Winnipeg, Manitoba.

OTTAWA, 9th December, 1880.

SIR,—By direction of the Honorable the Minister, I refer to you for report the enclosed communication from Mr. John Ryan, in reference to his contract for the first 100 miles of Canadian Pacific Railway west of Winnipeg.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

C. SCHREIBER, Esq., Chief-Engineer C.P.R.

OTTAWA, 23rd December, 1880.

SIR,—I beg most respectfully to state that when I entered into the contract for Section No. 48 of the Canadian Pacific Railway, I had a conversation with the Hon. J. H. Pope, who, in your absence was acting as Minister of Railways and Canals, with reference to the rate to be charged for hauling the rails from Emerson to Winnipeg. He stated that he considered *one dollar* per ton a fair rate, and he caused a letter to be written to that effect to Messrs. Upper & Co., who were then operating the road. Instead of the rate of *one dollar* per ton, I have been charged *one dollar and fifty cents* for this service, both by Messrs. Upper & Co. and by the Department.

I would, therefore, most respectfully ask that I may be charged at the rate of *one dollar* per ton for the quantity carried since the road has been operated by your Department, as this rate is fully as much as that charged usually for that class of freight for equal distances. Hoping you will give this your favorable consideration,

I have the honor to be, Sir, your obedient servant,

JOHN RYAN.

Hon. Sir CHARLES TUPPER, Minister of Railways and Canals.

OTTAWA, 28th December, 1880.

SIR,—I desire to call attention to the fact that when I entered into contract for the construction of the first 100 miles west of Winnipeg, I was informed by the Hon. J. H. Pope, then acting Minister of Railways and Canals, that the freight charged for rails and fastenings carried over the Government Railway between Emerson and St. Boniface would not exceed one dollar per ton, or ten dollars per car.

The charge made by Messrs. Upper & Company for the quantity brought over the line during the period it was in their hands, or up to the 10th February, was $1.50 per ton. This rate I feel I should not be called upon to pay, and I have to request that the amount to be deducted from me for work performed by Messrs. Upper & Company should not exceed $1.00 (one dollar) per ton.

I have the honor to be, Sir, your obedient servant,

JOHN RYAN.

F. BRAUN, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, December 29th, 1880.

SIR,—I have the honor to report that a certificate has been prepared in favor of Mr. John Ryan in accordance with the terms of his contract, No. 48, amounting to $306,312.55.

Mr. Ryan takes exception to this as a final settlement, and has submitted an extra list amounting to $22,331.05, which sum he claims he is entitled to on account of the extra cost in carrying on the work, caused by the country not having been drained by the construction of off-take ditches, the unprecedently wet season, parts of the line being covered from a foot to three feet deep, compelling the men to work

knee-deep in water and rendering it necessary to bring material from the ballast pits instead of from the side ditches, as was intended; also, having to set up the track as it was laid on, in some cases, as much as three tiers of sleepers, which had afterwards to be removed.

There is no doubt the past has been an unusually wet season and long stretches of the line were flooded, resulting in delay in the prosecution of the work and adding materially to the cost of its execution. I think under all the circumstances Mr. Ryan's case is deserving of consideration.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,

F. BRAUN, Esq., Secretary Railways and Canals. *Engineer-in-Chief.*

Papers Re Second 100 *Miles Section West of Red River, C.P.R.*

OTTAWA, 13th April, 1880.

SIR,—I am directed to inform you that your tender for the second 100 mile section of the Canadian Pacific Railway west from Winnipeg, amounting to $438,914, being the lowest received is hereby accepted.

I have now to call upon you to enter into contract, and to make the necessary 5 per cent. deposit with the Government as security for due completion of the works. Should you fail to make such deposit within eight days after date, the cheque forwarded with your tender will be declared forfeited, and the Department will proceed to pass over your tender in favor of the tender next lowest.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Messrs. G. BOWIE & MCNAUGHTON, Ottawa.

(*Telegram.*) OTTAWA, 14th April, 1880.

Your tender for the second 100 mile section Pacific Railway is the lowest and is accepted.

You are hereby called upon to deposit to the credit of the Receiver-General within eight days of this date five per cent. of the bulk sum of your tender, and are notified that should you fail to make such deposit your tender will be passed over and the cheque forwarded therewith will be forfeited. Acknowledge immediately.

F. BRAUN, *Secretary.*

GEORGE BOWIE, Contractor, 4 Plateau Street, Montreal.

OTTAWA, 14th April, 1880.

SIR,—I am directed to inform you, in confirmation of my telegram of this date, that your tender for the second 100 mile section of the Pacific Railway west from Winnipeg, being the lowest received is hereby accepted.

I have now to call upon you to enter into contract and to deposit to the credit of the Receiver-General five per cent. of the bulk sum of your tender as security for the due completion of the works.

In the event of your failing to make such deposit within eight days after the date of this letter, the cheque forwarded with your tender will be declared forfeited, and the Department will proceed to accept the next lowest tender on the list, to the exclusion of yours.

I am, Sir, your obedient servant,

F. BRAUN.

GEORGE BOWIE, Esq., Contractor, 4 Plateau Street, Montreal.

(*Telegram.*) OTTAWA, 14th April, 1880.

Your tender for the second 100 mile section Pacific Railway is the lowest and s accepted.

You are hereby called upon to deposit to the credit of the Receiver-General within eight days of this date five per cent. of the bulk sum of your tender, and are notified that should you fail to make such deposit your tender will be passed over and the cheque forwarded therewith will be forfeited. Acknowledge immediately.

F. BRAUN, *Secretary.*

M. MCNAUGHTON, 88 Common St., Montreal.

OTTAWA, 14th April, 1880.

SIR,—I am directed to inform you, in confirmation of my telegram of this date, that your tender for the second 100 mile section of the Pacific Railway, west from Winnipeg, being the lowest received, is hereby accepted.

I have now to call upon you to enter into contract and to deposit to the credit of the Receiver-General five per cent. of the bulk sum of your tender as security for the due completion of the works.

In the event of your failing to make such deposit within eight days after the date of this letter, the cheque forwarded with your tender will be declared forfeited, and the Department will proceed to accept the next lowest tender on the list, to the exclusion of yours.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

M. MCNAUGHTON, Ottawa.

(*Telegram.*) MONTREAL, 15th April, 1880.

Your telegrams received. Will be in Ottawa Saturday,

BOWIE & McNAUGHTON.

OTTAWA, 3 p.m., 22nd April, 1880.

SIR,—We beg leave to solicit at your hands an extension of three days to put up the balance of cash security required to secure our tender for the 100 miles of railway.

We are in a position to assure you that within this delay, we will make the necessary deposit in cash, and trust you will grant us this favor.

We have the honor to be, Sir, your obedient servants,

BOWIE & McNAUGHTON.

Hon. Sir CHARLES TUPPER, Minister of Railways and Canals.

OTTAWA, 2nd April, 1880.

SIR,—I beg to inform you that I have to-day deposited with the Minister of Railways and Canals, an accepted cheque on the Bank of Montreal for the sum of $17,000, on account of the contract for 100 miles of the Canada Pacific Railway awarded to Messrs. Bowie & McNaughton.

I am, Sir, your obedient servant,

A. BOWIE.

T. TRUDEAU, Esq,, D. M. of Railways and Canals.

23rd April, 1880.

Received by the Minister, Sir Charles Tupper, 10.15 p.m.:—

Amount of tender	$438,914
Five per cent., say	22,000
Cheque deposited with tender	$ 5,000
Accepted cheque on Bank of Montreal, signed D. Smith.	17,000
	$22,000

Received cheque from Capt. Bowie, 10.15 p.m., 23rd April.

BANK OF MONTREAL, OTTAWA, 27th April, 1880.

DEAR SIR,—On 23rd inst. I accepted, "payable at par" at this Branch, a cheque drawn by Hon. D. A. Smith on our Montreal Branch for $17,000, payable to the order of Alex. Bowie, being an amount required by latter to complete the 5 per cent. security to be deposited with the Government for the faithful performance of a contract for the construction of the second 100 miles west of Winnipeg on Canada Pacific Railway. In order to enable us to enter this amount in our books, and as a special deposit at credit of the Receiver-General, it would be proper that the cheque now held by you should be exchanged for a special acknowledgment by letter addressed to the Minister, that the amount is credited in the bank for the purpose named.

As the amount referred to is the proper money of D. A. Smith alone, it is desired that if returned by Department when replaced by other securities or by completion of the contract, that it may be refunded through this bank for account of D. A. Smith or his order.

Yours truly,

THOS. DRUMMOND, *Manager.*

T. TRUDEAU, Esq., D. M. of Railways and Canals.

OTTAWA, 29th April, 1880.

SIR,—I have the honor to enclose herewith, to be retained in your office, a deposit certificate of the Bank of Montreal, No. 2,427, for the sum of $22,000, being the amount of the 5 per cent. security given by Messrs. Bowie & McNaughton, under their contract for the construction of the second hundred miles section of the Pacific Railway west from Red River.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

OTTAWA, 30th April, 1880.

SIR,—I am directed to inform you that the cheque for $5,000 upon Molson's Bank, offered by you as part of the 5 per cent. security under your contract for the second one hundred miles section of the Pacific Railway, has been accepted by the Department, and that this sum, added to the $17,000 already deposited in the Bank of Montreal, makes up the whole amount ($22,000) required as such security.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Messrs. BOWIE & MCNAUGHTON, in care of Capt. Bowie, Ottawa.

OTTAWA, 29th April, 1880.

Second hundred miles C. P. R. west of Winnipeg.

SIR,—We beg leave to solicit at your hands the favor of substituting real estate security for the cash deposit in the hands of the Government. In this matter we offer a mortgage for the required amount on property which has already been in the hands of the Government as security in like cases, viz: Lot Official No. 560, parish of Montreal, appraised by Messrs. Darling & Valois, Government Appraisers, at $33,823.44. We will pay all expenses attending this change, and trust you will grant this favor as we require the money for the prosecution of our contract.

We are, Sir, your obedient servants,

BOWIE & McNAUGHTON.

P.S.—We enclose: 1st. Valuation of property; 2nd. Certificates of search dated 18th October, 1878, which we will have continued at the passage of the mortgage. We will also have draft of mortgage prepared subject to your approval.

B. & McN.

T. TRUDRAU, D. M. of Railways and Canals.

OTTAWA, 1st May, 1880.

SIR,—I return the draft contract with Messrs. Bowie & McNaughton for work on the second 100 miles section of the Canadian Pacific Railway, west of Red River, with the following remarks:—

1st. I have made a slight addition in Clause 3, to correct what appears to have been a clerical omission by the printer.

2nd. I have added some words to the changes made by your Department in Clause 14, in order to make clear what appears to me the intention.

3rd. The addition made to Clause 33, declaring that the contract shall not be binding until laid before both Houses of Parliament for one month without being disapproved unless sooner approved by both Houses, must either be struck out or care must be taken to have a Resolution of the Houses passed before the present Session ends, as if that clause be left in and the contract be not approved of at the present Session, work could not be commenced till Parliament meets again.

I am, Sir, your obedient servant,

Z. A. LASH, *D.M.J.*

F. BRAUN, Esq., Secretary, Railways and Canals.

OTTAWA, 4th May, 1880.

SIR,—I enclose herewith, for delivery to the contractors, a duplicate of the Articles of Agreement entered into with Messrs. Bowie & McNaughton for the construction of the second 100-miles section of the Pacific Railway west of Red River.

I also enclose copies of the said contract for the use of your office and for the officer in charge of the work.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

SANDFORD FLEMING, Esq., Engineer-in-Chief, C.P.R.

This Indenture, made the thirteenth day of May, one thousand eight hundred and eighty, between Malcolm McNaughton, of the City of Ottawa, in the Province of Ontario, Contractor, of the first part; George S. McTavish, of the City of Winnipeg, in the Province of Manitoba, Esquire, of the second part, and George Bowie, of the City of Montreal, in the Province of Quebec, Contractor, of the third part.

Whereas, in and by a certain indenture, made on the third day of May instant between the said George Bowie and Malcolm McNaughton, therein called the con-

tractors of the first part, and Her Majesty Queen Victoria, represented therein by the Minister of Railways and Canals in Canada, of the second part, the said contractors undertook and agreed to carry out the works therein referred to, and more particularly set out or referred to in the general specification thereunto annexed, dated the thirteenth of November, one thousand eight hundred and seventy-eight, and annexed to the said contract and marked "A.," and set out or referred to in the plans and drawings prepared and to be prepared for the purpose of the work, and in accordance with the printed memorandum therewith annexed, dated twenty-sixth February, one thousand eight hundred and eighty, and marked "B.," the whole as set forth in the said indenture, specification and memorandum, of which the said George S. McTavish has a perfect knowledge.

And whereas, for the consideration hereinafter mentioned, the said Malcolm McNaughton has agreed, with the consent of the said George Bowie, to transfer all his, the said Malcolm McNaughton's, right, title and interest in and to the said indenture and to the moneys payable thereunder by Her said Majesty, so that the same shall be held, exercised and enjoyed by the said George S. McTavish as fully and amply as if he had been a party thereto in the place and stead of the said Malcolm McNaughton, upon the understanding and agreement that the said George S. McTavish shall hold harmless and keep indemnified the said Malcolm McNaughton, his heirs, executors and administrators from all claim or liability from or towards her said Majesty in respect of the said indenture or any matter or things therein contained.

Now these presents witness that the said Malcolm McNaughton for good and valuable consideration and for the sum of one dollar paid to him by the said George S. McTavish hath assigned, transferred and made over, and by these presents doth assign, transfer and make over to the said George S. McTavish all his the said Malcolm McNaughton's right, title and interest in and to the said indenture and to the moneys payable thereunder by Her said Majesty, so that the same shall be held, exercised and enjoyed by the said George S. McTavish as fully and amply as if he had been a party thereto in the place and stead of the said Malcolm McNaughton.

And in consideration of the premises the said George S. McTavish doth hereby agree to hold harmless and keep indemnified the said Malcolm McNaughton, his heirs, executors and administrators from all claims or liability from or towards Her Majesty in respect of the said indenture or any matter or things therein contained.

And the said George Bowie doth hereby consent to the present transfer, and that the same shall have the same value and effect as between him and the said George S. McTavish, as if the said George S. McTavish had been a party to the said indenture in the place and stead of the said Malcolm McNaughton.

In witness whereof the said parties have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered in presence of
THOS. W. RITCHIE, of Montreal, Advocate.

M. McNAUGHTON,
G. S. McTAVISH,
GEO. BOWIE.

OTTAWA, 14th May, 1880.

SIR,—I have the honor to enclose herewith copy of an assignment of Mr. Malcolm McNaughton's interest in the contract for the construction of the second hundred mile section of the Canadian Pacific Railway west of Winnipeg to me, and beg to submit for your consideration and information the following statement of facts relating thereto, which I trust will enable the Government to comply with the request which I now respectfully make that either my name shall be substituted for Mr. McNaughton as partner of George Bowie in carrying out the contract with the Government, or if that is deemed inexpedient, that my name be added to theirs in the agreement.

Sometime ago I entered into an arrangement with Captain Alexander Bowie, of Ottawa, to tender for work on the Canadian Pacific Railway, I agreeing to furnish

the requisite sum required by the Government in making the tender, it being understood between Captain A. Bowie and myself that his brother George Bowie, of Montreal, and Malcolm McNaughton, of Ottawa, were likewise to be partners with us in the tender. In conformity with the arrangement, I provided Captain Bowie with the requisite deposit of $5,000 and left for a tour in connection with my official duties as inspecting chief factor in the Hudson's Bay Company's service to Lake Nipissing and the north shore of Lake Huron. On my return I learned that a tender in the name of Bowie and McNaughton for the construction of the section referred to above, accompanied by the deposit of the funds left by me with Captain Bowie, being the lowest, was accepted by you and a request made to Bowie & McNaughton to place in your hands a further sum of $17,000, being five per cent. required under the contract.

Some delay took place in their making this further payment in consequence of being unable to communicate by telegraph or letter with me, but upon application having been made to my agent, a further sum of seventeen thousand dollars was handed to Captain Bowie on my account to be placed to the credit of the Government and which was done.

On my return a few days ago I was made aware of the circumstances last referred, and found that $22,000 of my money had been placed to the credit of the Government for the due performance of a contract in which, on the face of it, I had no claim.

To remedy this unsatisfactory state of affairs, I at once secured the assignment herewith enclosed, Mr. McNaughton retiring from a position which he only nominally occupied, no funds of his having been contributed in any way.

My position in the Hudson's Bay Company employ preventing me from undertaking any outside employment was the reason for my name not originally appearing in the tender made, but this difficulty is now avoided by the acceptance of my resignation by the Hudson's Bay Company, and it is my intention, in conjunction with my partner, Mr. George Bowie, to personally superintend the work for which we have contracted.

Should you deem it necessary to have further information on any point, I will consider it a special favor if you will ask for the same, as I have no doubt I will be able to satisfy you in all things relating to this matter.

I have the honor to be, Sir, your most obedient servant,

G. S. McTAVISH.

Sir CHARLES TUPPER, Minister of Railways and Canals.

COPY *of a Report of a Committee of the Hon. the Privy Council appointed by His Excellency the Governor General, on the 22nd May,* 1880.

On a memoradum dated 19th May, 1880, from the Hon. the Minister of Railways and Canals representing that Mr. Malcolm McNaughton of the firm of Bowie McNaughton, contractors for the construction of the second hundred mile section of the Canadian Pacific Railway west from Red River, has executed a deed assigning to Mr. George McTavish of Winnipeg, all his right and interest in the said contract, and further that Mr. McTavish has made application either for the substitution of his own name in place of that of Mr. McNaughton, or for the addition of his own name to that of the firm as now existing.

The Minister states that considering that the public interests would be best served by the adoption of the second of the two alternatives proposed, he recommends that authority be given for the recognition of Mr. McTavish, as a partner in the firm of Bowie and McNaughton for the purposes of the said contract.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *C.P.C.*

Hon. Minister of Railways and Canals.

OTTAWA, 26th May, 1880.

SIR,—I have the honor to transmit herewith, for your approval a draft of an agreement whereby Mr. George McTavish of Winnipeg, in accordance with the provisions of an Order in Council, dated the 22nd instant, becomes a partner with Messrs. Bowie and McNaughton, in their contract with the Government for the construction of the second 100 miles section of the Pacific Railway west from Red River.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Z. A. LASH, Esq., Deputy Minister of Justice.

OTTAWA, 28th May, 1880.

SIR,—As requested in yours of the 26th instant, I have examined the draft agreement whereby Mr. George McTavish becomes a partner with Messrs. Bowie and McNaughton, in their contract for the construction of the second one hundred miles section of the Canadian Pacific Railway west of Red River.

With one or two verbal alterations which I have made in pencil the draft is approved. Papers returned.

I am, Sir, your obedient servant,

Z. A. LASH.

F. BRAUN, Secretary, Railways and Canals.

MONTREAL, 5th June, 1880.

SIR,—Adverting to the letter addressed to your deputy, by A. Bowie, on behalf of the firm of Bowie & McNaughton, requesting the substitution of real estate as security in lieu of the deposit of cash made by them for the due performance of their contract of the second one hundred miles section west of Winnipeg, Canadian Pacific Railway, we now beg to confirm the same.

We are your obedient servants,

BOWIE, McTAVISH & Co.

Hon. Sir CHARLES TUPPER, Minister of Railways and Canals.

OTTAWA, 11th June, 1880.

SIR,—With reference to your letter of the 29th April last, in which you request permission to substitute certain real estate as security for the due performance of your contract for the second 100 miles section of the Pacific Railway west from Red River, in place of the cash security now held by the Government, I am directed to inform you that the property in question must, in the first instance, be re-valued at your expense, by Mr. Nelson, architect of Montreal, and that the Minister thereupon will be prepared to recommend that your present cash deposit be relieved to the extent of one-half the value of approved real estate, which you may desire to substitute.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Messrs. BOWIE, McTAVISH & Co., Montreal.

This is to certify that after careful examination of the lot of land and premises, the property of Owen J. Devlin, of the City of Montreal, Esquire, Notary, fronting on the west side of Bleury street above St. Catharine street, and designated upon the official plan and book of reference for the City of Montreal as lot number two hundred and twenty-two St. Lawrence Ward.

I am of opinion that the value of the same is five thousand dollars.

I estimate the land worth $4,690, and the buildings thereon at the nominal value of $310.

The above I consider a reasonable valuation, and such as should not fall far short of realization even in the event of compulsory sale. I have placed but a nominal valuation on the old buildings, though they produce in rental $480 per annumn.

Given under my hand at the City of Montreal, this fourteenth day of June, in the year of Our Lord one thousand eight hundred and eighty.

J. NELSON, *Architect*.

This is to certify that, after careful examination of the lot of land and premises, the property of Owen J. Devlin, of the City ot Montreal, Esquire, Notary, fronting on St. Joseph street and forming the north-east corner of Dominion street, known and designated upon the official plan and book of reference for the municipality of the Parish of Montreal as lot No. (560) five hundred and sixty.

I am of opinion that the value of the same is thirty-seven thousand nine hundred and thirty dollars.

I estimate the value of the land at $17,930. and the buildings thereon at $20,000.

The above I consider a liberal valuation and such as would not probably fail to be realized if the property were brought to compulsory sale. It is a valuation, however, which is warranted by the rental of the premises, so far as that may be assumed as a criterion of value. The revenue derived from the lease of the property is, I am informed, $3,200 per annum.

Given under my hand at the City of Montreal, this fourteenth day of June, in the year Our Lord one thousand eight hundred and eighty.

J. NELSON, *Architect*.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the* 18*th June*, 1880.

On a Report dated 15th June, 1880, from the Hon. the Minister of Railways and Canals, stating that an application has been received from Messrs. Bowie, McTavish & Co., contractors for the second hundred mile section of the Pacific Railway, west from Red River, asking that they may be permitted to substitute certain real estate security for cash deposit, amounting to $22,000, now in the hands of the Government under their contract.

That such real estate, consisting of lot No. 560, in the Parish of Montreal, with buildings thereon, has been valued, during the current month by a valuator especially chosen by his Department, at $17,930 for the lot, the buildings thereon being valued at $20,000. Also a further lot, No. 222, on the west side of Bleury Street, St. Lawrence Ward, Montreal, the value of which is estimated at $4,690, certain buildings thereon being valued at $310, making a total valuation for the whole property, proposed to be substituted of $42,930. The Minister states that, believing the security proposed to be satisfactory in character, and sufficient to ensure the Government from loss in connection with the said contract, he recommends that authority be given for its substitution in place of the present security, as desired.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTE, *C.P.C.*

OTTAWA, 17th June, 1880.

SIR,—An Order in Council having passed on the 16th instant, approving of the substitution of certain real estate for the security now held by the Government under the contract of Messrs. Bowie, McTavish & Co. for the second one hundred

miles section of the Pacific Railway west from Red River, I have now the honor to enclose the following decuments: A power of attorney, constituting Mr. E. H. Parent, Superintending Engineer of the Lachine Canal, Agent of the Minister; two Registrar's certificates of search, and a report from Messrs. Carter, Chapleau and Church upon the title to the properties proposed to be substituted, owned by Mr. O. J. Devlin, Notary of Montreal.

I have to request that your agent may be instructed to obtain from Mr. Devlin a proper mortgage for $22,000 on the properties named in the said power of attorney.

I further enclose for your information, the contract entered with Messrs. Bowie & McNaughton on the 3rd May, 1880, the security agreement affecting such contract, and a further agreement entered into on the 8th instant, whereby Mr. Geo. McTavish was received into partnership for the purposes of their contract, the name of the firm being then altered. These documents you will be pleased to return.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Z. A. Lash, Esq., Deputy Minister of Justice.

Ottawa, 17th June, 1880.

Sir,—I have the honor to acknowledge the receipt of your letter upon the subject of the substitution of real estate for the security deposited by Messrs. Bowie, McTavish & Co. in respect of their contract for the second one hundred miles section of the Canadian Pacific Railway west of Red River.

In order te save time, I have given instructions to Messrs. Carter and Church to search the title and prepare the necessary mortgage as requested; but I would remind you that it is necessary that the assent of the sureties to the proposed change of security should be first obtained in writing.

Will you be good enough to obtain and transmit such assent to this Department.

I have the honor to be, Sir, your obedient servant,

A. POWER.

F. Braun, Esq., Secretary Railways and Canals.

Ottawa, 21st June, 1880.

Sir,—In reply to your letter of the 17th instant, in which you request that the sanction of the sureties of Messrs. Bowie, McTavish & Co., contractors for the second 100 miles section of the Pacific Railway west from Red River, may be obtained to the change of security now sought for by the firm, I have the honor to state that the system of requiring personal bonds, in order to secure the due performance of works under contract, was abolished by Order in Council of the 12th April last; and that consequently in the present case no personal bond has been executed by sureties.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Z. A. Lash, Esq., Deputy Minister of Justice.

Ottawa, 2nd July, 1880.

Sir,—In the matter of the application of Messrs. Bowie, McTavish & Co. to substitute real estate for the money security given by them for the performance of their contract, I have the honor to inform you that a report has been received from Messrs. Carter & Church, the agents of the Minister of Justice at Montreal, to whom the matter was referred, stating that they have investigated the titles to the property offered and find the same satisfactory. They have sent a draft of the necessary mortgage, which includes a waiver by the last registered proprietor of his neglect of redemp-

tion of one of the lots, and also a stipulation that the buildings shall be kept fully insured until the completion of the contract. Messrs. Carter & Church state with reference to the value of the properties that they have not been furnished with any valuation, but are informed that this Department has in its possession a certified appraisement made by officials of the Government. No such valuation is in this Department. I have to request that you will inform me whether your Department is satisfied with the value of the property offered as security; if so, instructions may be given to Messrs. Carter & Church to have the mortgage executed and registered. I return the original contract, dated 3rd May, 1880. An agreement as to the securities of the same date, an agreement dated 8th June, 1880, by which Bowie, McTavish & Co. agree to carry out the contract. A letter dated 9th June, 1880, from Bowie, McTavish & Co. in relation to the application, and a report of Messrs. Carter & Church, D 883, which latter document, those gentlemen state, has no relation to the property now offered. Be good enough to favor me with your instructions as soon as possible.

Your obedient servant,
A. POWER, *Per D.M.J.*

F. Braun, Esq., Secretary, Railways and Canals.

Ottawa, 6th July, 1880.

Sir,—I have the honor to enclose herewith a copy of the appraisement made by Mr. J. Nelson, architect of Montreal, in respect of the two several lots of land and buildings in that city, owned by Mr. Owen J. Devlin, which it is proposed to accept in substitution for the cash security given under the contract of Messrs. Bowie, McTavish & Co., being the document referred to in your letter of the 2nd inst., also a copy of the Order in Council authorizing the substitution.

I have to request that your agent may be instructed to have the mortgage executed and registered.

I have the honor to be, Sir, your obedient servant,
T. TRUDEAU, *D.M.*

Z. A. Lash, Esq., Deputy Minister of Justice.

Re Bowie, McTavish & Co.

Ottawa, 16th July, 1880.

Sir,—Messrs. Carter and Church report that the requirements of the Order in Council permitting the substitution of real estate security for the money deposit have been complied with, and enclosed an authentic copy of the mortgage with certificates from the Register establishing the registration. These I have now the honor to transmit. The change of security being now complete, the money deposit may be paid over.

I have the honor to be, Sir, your obedient servant,
A. BOWER, *Per D.M.J.*

Ottawa, 16th July, 1880.

Sir,—I have the honor to request that the cash security deposited with you on the 29th April last, in connection with the contract of Messrs. Bowie, McTavish & Co., for the second 100 miles section of the Pacific Railway, and consisting of a deposit certificate of the Bank of Montreal for $22,000, may now be returned to Messrs. Bowie, McTavish & Co., real estate security having been substituted therefor.

I have the honor to be, Sir, your obedient servant,
A. P. BRADLEY, *Acting Secretary.*

J. M. Courtney, Esq., Deputy Minister of Finance.

OTTAWA, 16th July, 1880.

SIR,—In compliance with your request of to-day, I have now the honor to enclose a cheque for $22,000, being the security deposited in connection with the contract of Messrs. Bowie, McNaughton & Co.

From your obedient servant,
W. R. BAKER, *Per D.M.F.*

Secretary Department of Railways and Canals.

$22,000. Received July 16th, 1880, from the Deputy Minister of Railways and Canals an official cheque for twenty-two thousand dollars for which we have substituted real estate on our contract security.

BOWIE, McNAUGHTON & CO.

Witness, A. P. BRADLEY.

OTTAWA, 17th July, 1880.

SIR,—In connection with the carrying out our contract for second hundred miles west of Red River of construction of Canadian Pacific Railway, we have made application to the Department of the Interior for permission to cut on vacant Dominion lands, in vicinity of our contract, such ties and other timber as may be needed therefor.

We would request that you would kindly support our application by your recommendation thereof to the favorable consideration of the Minister of the Interior.

We are, Sir, your most obedient servants,
BOWIE, McTAVISH & Co., Winnipeg.

The Hon. the Minister of Railways and Canals.

On a memorandum dated 8th June, 1880, from the Hon. the Minister of the Interior, suggesting for consideration the advisability of providing that cordwood cut by order of the Department of Railways and Canals, for the purpose of the Canadian Pacific Railway, on the public lands in Keewatin, Manitoba, and the North-West Territories, be exempted from Government dues and charges; but that wood cut for sale to the Railway by private parties, shall be subject to the payment of the usual dues as fixed by Order in Council, such dues at the present time consisting of royalty of 25 cents per cord; if soft wood, 15 cents per cord.

The Minister states that the Crown Timber Officers represent that many people claim to be cutting wood for the use of the Railway, whose statement they have no means of checking; and he therefore further suggests that the Railway authorities furnish a quarterly statement to his Department, showing the quantity of wood purchased, giving the name of the seller and the price paid. Also, in order to afford a check on returns of sawn lumber, square and round timber, and firewood liable to Crown dues, that they furnish quarterly a statement of the several products of the forest, as above carried by the Canadian Pacific Railway trains, with the names of the consignors and consignees.

The Committee submit the foregoing suggestions for Your Excellency's appro

Certified, J. O. COTE, *C.P.C.*

Hon. Minister of Railways and Canals.

CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 12th August, 1880.

SIR,—A report has been received from Mr. Marcus Smith, who is in charge of the Railway surveys in the North-West Territories, showing that he has completed the location of the first portion of the second hundred miles, passing through the sand hills immediately west of the boundary of Manitoba.

Mr. Smith states that this has been a work of considerable difficulty, but that it has been successfully accomplished; that there will be a considerable reduction in the quantities as compared with the line of last year, and that the alignment is good and the grades easy.

To prevent the contractors being delayed in proceeding with the work, I have to recommend that the Government, in the meantime, approve of the location to the extent of ten miles west of the Western boundary of the Province of Manitoba, as represented on the accompanying plan.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.
Per W. B. SMELLIE.

A. P. BRADLEY, Esq, Acting Secretary Railways and Canals.

WINNIPEG, 14th August, 1880.

SIR,—I am desirous of knowing through what Bank or Agent here, the Government will pay the estimates on Bowie, McTavish & Co.'s contract on the second hundred miles.

I further beg leave to notify your Department, that under the articles of partnership no valid receipt can be given for monies paid to the firm, nor can cheques be given by the firm, or on their account unless such receipts or cheques are signed as follows by the partners:

BOWIE, MCTAVISH & Co,
GEORGE BOWIE,
J. S. MCTAVISH.

I am, Sir, your obedient servant,

GEORGE BOWIE.
Address care of CLARKE & CLARKE, Winnipeg.

Hon. Minister of Railways and Canals.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 17th August*, 1880.

On a memorandum, dated 12th August, 1880, from the Honorable the Acting Minister of Railways and Canals, upon the report and advice of the Chief Engineer of the Canadian Pacific Railway, setting for the location of the first portion of the second hundred mile section, immediately west of the boundary of Manitoba, and suggesting that in order to prevent delay in the progress of the work, the said location may be approved of to the extent of ten miles west of the said boundary.

The Minister recommends that he be authorized to adopt the location of the line for the distance named and in accordance with the accompanying plan, as thus described, namely:—

Commencing on the line of the western boundary of the Province of Manitoba and passing westerly through sections 25, 36, 35, 34, 28, 29 and 30 of Township 12, Range 13, west, and continuing through sections 25, 26, 27 and 28, Township 12, Range 14, west.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *C. P. C.*

Hon. Minister of Railways and Canals.

OTTAWA, 14th September, 1880.

SIR,—I have the honor to inform you that this Department has been notified by the firm of Bowie & McTavish, that for the future, no receipt for moneys paid them or cheque purporting to be issued by them will be valid unless signed in the following manner, viz.:

BOWIE, MCTAVISH & Co.
GEORGE BOWIE,
G. S. MCTAVISH,

I am, Sir, your obedient servant,
F. BRAUN, *Secretary.*

J. COURTNEY, Esq., Deputy Minister of Finance.

OTTAWA, 16th September, 1880.

SIR,—I have your letter of the 14th, No. 14,725, respecting a notification handed to your Department, by Messrs. Bowie & McTavish, and in reply thereto I have to state, that payment only will be made here to those parties in whose favor you mention in your certificates or to their duly constituted attorneys. At present the Department holds no power from the firm.

Your obedient servant,
J. M. COURTNEY, *D. M. of Finance.*

F. BRAUN, Esq., Secretary of Railways and Canals.

WINNIPEG, 24th September, 1880.

SIR,—With reference to the contract with Her Majesty for the construction of the second 100 miles section of the Canadian Pacific Railway west of Red River, we have the honor to state that, in consequence of the non-completion of the first 100 mile section, according to the terms of the contract for its construction, to which reference is made in our contract (page 13 of the printed copy), we have been greatly delayed in the work under our contract, as well as put to great expense, which we would not otherwise have incurred.

As only about thirty-five miles of the first section have been constructed at this date, and as we fear there is little prospect of its speedy completion, we venture to hope that some consideration will be shewn to us under the circumstances.

We have the honor to be, Sir, your obedient servants,
BOWIE, McTAVISH & CO.

Hon. Minister of Railways and Canals.

9th October, 1880.

SIR,—It becomes my duty to report that no substantial progress has been made with the works on the contract for the second 100 miles west of Red River (No. 66).

Unless the work is prosecuted with much greater vigor than at present, it will be many years before the road-bed is ready to receive the rails.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, *Engineer-inChief.*

COPY *of a Report of a Committee of the Hon. the Privy Council, approved by His Excellency the Governor General in Council on the* 13*th October,* 1880.

On a memoraudum dated 12th October, 1880, from the Hon. the Minister of Railways and Canals, representing that on the 3rd May last, a contract was entered

into with Messrs. Bowie & McNaughton for the execution of the works embraced in in the second 100 miles section of the Canadian Pacific Railway west of Red River, the contract, by an agreement dated the 8th June, duly assented to, being subsequently carried on by Messrs. Bowie, McTavish & Co.

That a report, dated 9th October, has been received from the Chief Engineer of that railway, to the effect that the progress now being made with the works under this contract is most unsatisfactory, and that unless greater vigor is exercised, it will be years before the road bed is ready. The Minister thereupon, believing that in the public interests it is advisable that the works should not be proceeded with under the present contractors, recommends that under the provisions of the 35th Article of the Agreement, the contract be now cancelled. The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *C.P.C.*

Hon. Minister of Railways and Canals.

OTTAWA, 16th October, 1880.

SIR,—I have the honor to forward herewith an Order in Council, dated the 2nd inst., cancelling the contract entered into by the Government with Messrs. Bowie, McTavish & Co., for the construction of the second 100 mile sections of the Pacific Railway, west of Red River, Winnipeg.

I have to request that, in pursuance thereof, a proper notice may be furnished to this Department for service on the contractors.

I have to state that no notice whatever has yet been served.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

Z. A. LASH, Esq., Deputy Minister of Justice.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excelleucy the Governor General in Council on the 27th October*, 1880.

On a memorandum dated 26th October, 1880, from the Hon. the Minister of Railways and Canals, recommending that the Order in Council of the 13th inst., authorizing the cancellation of the contract made with Messrs. Bowie & McNaughton, and carried on by Messrs. Bowie, McTavish & Co., for the second 100 miles section of the Pacific Railway west from Winnipeg, be amended by the omission of the words, "35th Article," of the concluding clause, so that the sentence may read, "recommends that under the provisions of the agreement the contract be now cancelled."

The Committee submit the recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *C.P.C.*

Hon. Minister of Railways and Canals.

OTTAWA, 26th October, 1880.

Whereas you have made and are making default and delay in diligently continuing to execute and advance, to the satisfaction of the Engineer, the works contracted to be performed by you on Section No. 66, of the Canadian Pacific Railway, commencing at the end of the 48th contract, near the western boundary of Manitoba, and extending to a point on the west side of Bird Tail Creek, and which is designated as the second hundred miles west of Red River, under contract with Her Majesty the Queen in that behalf dated the third day of May, A.D., 1880;

Now, I hereby notify you that you are required to put an end to such default and delay, and if such default and delay continues for six days after the giving of this notice, Her Majesty will, pursuant to the terms of the contract, take the work out your hands, and employ such means as She may see fit to complete the same.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

To Messrs. BOWIE & MCNAUGHTON.

OTTAWA, 9th Nov., 1880.

SIR,—I have the honor to inform you that on the 26th October a preparatory notice in the usual form, signed by the Chief Engineer of the Pacific Railway, was sent for service on Messrs. Bowie, McNaughton & Co., contractors for the second hundred mile section of that railway west from Winnipeg, in order to the cancellation of their contract.

I now submit for your approval a draft of a further notice, to be signed by the Minister of this Department, terminating the contract. I enclose also papers bearing on the matter.

I have the honor to be, Sir, your obedient servant,
F. BRAUN, *Secretary.*

Z. A. LASH, Esq., Deputy Minister of Justice.

Re Bowie, McNaughton & Co.

OTTAWA, 10th Nov., 1880.

In reply to your communication of yesterday, I have the honor to say that no further notice should be served on the contracters, but that, upon the expiration of the time mentioned in the notice already served on them, the Government should take the work out of their hands.

I have the honor to be, Sir, your obedient servant,
Z. A. LASH.

F. BRAUN, Esq., Secretary Railways and Canals.

OTTAWA, 13th Nov., 1880.

SIR,—It being the opinion of the Minister of Justice that the notice given by you on the 26th Oct. last to Messrs. Bowie & McNaughton is sufficient for the purpose of enabling the Government to *resume possession* of the works embraced in the contract of this firm for the second hundred miles section of the Pacific Railway, I am directed to authorize you to take these works out of the hands of the contractors at the expiration of the time mentioned in your notice.

I am, Sir, your obedient servant,
F. BRAUN, *Secretary.*

COLLINGWOOD SCHREIBER, Chief Engineer C.P.R.

WINNIPEG, 10th November, 1880.

SIR,—We are willing to consent to a cancellation of the contract between the Dominion Government and Bowie & McNaughton, for the construction of the second hundred miles west of the Canadian Pacific Railway on the following terms, viz:—

That we be repaid the total amount of actual expenditure incurred, amounting in all to about the sum of eighteen thousand dollars (less amount of any estimates, and the proceeds of sale of any plant, &c.) and in addition thereto the sum of two thousand dollars ($2,000) each for our time expended.

The interest of Malcolm McNaughton in the contract has been assigned to George S. McTavish, one of the writers, and we are in a position to give the Government a full release.

If this proposition should not be accepted, of course it will be without prejudice to any claim for damages to which we may be entitled if the contract is taken out of our hands.

We have the honor to be, Sir, your most obedient servants,
GEORGE BOWIE,
G. S. McTAVISH.

Hon. Sir CHARLES TUPPER, Minister of Railways and Canals.

WINNIPEG, 6th November, 1880.

DEAR SIR,—Referring to the conversations I have had with you relative to the cancellation of the contract for the second hundred miles west of the Canadian Pacific Railway, I am prepared to agree to such cancellation on the following terms, viz.:—

That we be repaid the total amount of actual expenditure incurred to date, including the sum paid for the security given to the Government for the completion of the contract, which sums in all would amount to about eighteen thousand dollars (for which I will furnish detailed statement), less any amount of estimates, and the proceeds of sale of any plant, &c.; and in addition thereto the sum of two thousand dollars each to Mr. Bowie and myself for time expended.

As you know I have been served with a "Notice" by the Government, preparatory to a cancellation of the contract, but any delay has been due to the Government or the Engineers, and I do not in any way admit the right of the Government to cancel.

If this proposition should not be accepted, of course it would be without prejudice to any claim for damages I may be entitled to if the contract is taken out of our hands.

I remain, dear Sir, your obedient servant,
G. S. McTAVISH.

W. MURDOCH, Esq., C.E., Winnipeg.

OTTAWA, 25th November, 1880.

SIR,—By direction of the Minister I refer to you the accompanying communi cation received from Messrs. Bowie & McTavish. conveying the terms upon which they express themselves prepared to consent to the cancellation of their contract for the second hundred mile section of the Pacific Railway west from Winnipeg. You will be pleased to report upon the matter at your early convenience.

I am, Sir, your obedient servant,
F. BRAUN, *Secretary.*

COLLINGWOOD SCHREIBER, Chief Engineer, C.P.R.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 3rd December, 1880.

SIR,—I have the honor to report that on the 26th October I caused, by instructions, a notice to be served on Messrs. Bowie & McNaughton, contractors for the second 100 miles west of Red River, informing them that unless within six days from the date thereof more satisfactory progress was made in the prosecution of the work, their contract would be cancelled. No improvement was made and the contract was annulled, the Government taking possession of the works.

The value of the work executed up to the date of the cancellation, being a final measurement, is reported by the engineer in charge to be $1,783.80.

On the 10th November the contractors addressed a letter to the Department, under cover No. 24,595, stating the terms upon which they were prepared to surrender the contract, viz.: On payment of amount of actual expenditure, about $18,000—less any estimates or proceeds of sale of any plant, etc.—and $2,000 each for time expended. I have also received from the contractors a letter dated the 1st inst., enclosing papers in connection with their application for a settlement of the contract; the statement covers an amount of $19,911.42. I beg leave to submit these papers for instructions.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary Railways and Canals.

OTTAWA CITY, 1st December, 1880.

DEAR SIR,—We enclose you herewith papers connected with our application for a settlement of the contract for the second hundred miles west of Red River, of the Canadian Pacific Railway, as follows: No. 1, schedule of plant on hand with approximate prices; No. 2, statement of wages paid; No. 3, general statement of our claim.

In the statement of claim, the 1st, 2nd, 3rd, 4th, 5th, 6th, 7th and 11th items, are for cash actually paid by us for expenditures unpaid, but for which we are liable and will have to pay, in connection with the contract for stock, plant, supplies, labor, store account, camp equipage, miscellaneous account, etc.

The item No. 8 is the amount actually paid by us to O. J. Devlin, in cash, in consideration of his furnishing to the Government the necessary security for the completion of the contract, so that the firm's capital, amounting to $22,000, deposited with the Government, could be released and made available in carrying on the contract.

Item No. 9 is the amount agreed to be paid by us to Alexander Bowie, for his interest in the contract, and for which he holds our note.

Item No. 10 is the amount agreed to be paid by us to Malcolm McNaughton for his interest in the contract, on account of which we have paid him the sum of $250, and for the balance of which he holds our note.

Item No. 12 is for interest upon the sum of $22,000 of capital, all of which has either been expended, or has been and is now deposited in bank to meet current expenses on the contract.

Items 13 and 14 are claimed by us as a reasonable allowance to us for the actual time expended by us in connection with the contract.

Item 7, under the head of miscellaneous accounts, includes travelling and telegraphic expenses, and all minor items usually included in miscellaneous accounts.

We have the honor of calling your attention to our legal position in relation to the contract.

By the terms of section 3, on page 18 of the printed contract, it will be observed that the contract for the first 100 miles west was to have been completed by the 19th day of August, 1880, so that by that date we would be supplied with rails and the ties necessary for the construction of our contract, and be enabled to get our supplies necessary for our work by rail from Winnipeg. It is true that the Government have protected themselves from any action of damages for the non-fulfilment of this clause of the contract by the terms of section 16, page 18 of the printed contract, by reason of any delay arising from the acts of any of Her Majesty's agents, but it will also be observed that by the terms of the last quoted clause the contractors were entitled to any further time for the completion of the works in consequence of such delay, which might be fixed by the Minister for the time being in that behalf, and we assume that the time so fixed would in equity be the time elapsing between the 19th day of August, 1880, and the actual completion of the first 100 miles west; and in this connection we beg to submit that the spirit and the legal effect of the whole contract taken together is that the intention of all the parties to the contract was that the contractors for the second 100 miles were to have the benefit and advantage of all rail communication in the construction of their portion of the Canadian Pacific Railway, and that the insertion of section 12, page 13 of the printed contract was made with the view of inducing contractors to tender for a lower price than they otherwise would in consideration of being offered by the Government greater facilities for carrying on their contract by direct rail communication than they otherwise would have.

By the terms of section 13, page 14 of the printed contract, 100,000 ties were to have been delivered to us for the price of $27\frac{3}{4}$ cents per tie, and the section referred to states that a contract had been entered into by the Government with Messrs. Whitehead, Ruttan & Ryan for the delivery of these ties.

It is within the knowledge of the Government that these ties were got out by the said firm, and were actually used in the construction of the first 100 miles west; and that upon enquiry by Mr. John Ryan, contractor for the first 100 miles, whether these

ties were to be replaced, he was officially notified previously to the cancellation of this contract that he was not to do so, thereby indicating that at that time the Government had decided under any circumstances to cancel the contract for the second 100 miles. We have been informed that the Government have already cancelled our contract, and we assume that this has been done under the provisions of section 35, of page 21 of the printed contract; as we feel satisfied that under the terms of the contract we were not legally bound to take any steps whatever in carrying on the work of the contract until the Government had completed the first 100 miles west, in accordance with the representations made by section 12, page 13.

We now claim that under the terms of section 35, page 21, already referred to, we are entitled to receive from the Government the actual expenditure in connection with said contract, shown by our Statement No. 3 herewith enclosed, and in addition thereto a reasonable allowance to us for the time actually expended by us in connection with the contract, reserving to the Government the amount of any estimates and plant still upon the contract, of which we have furnished the Schedule No. 1.

We have the honor to be, Sir, your obedient servants,

BOWIE, McTAVISH & CO.

COLLINGWOOD SCHREIBER, Esquire, Chief Engineer Canadian Pacific Railway.

DETAIL OF PLANT EXPENDITURE.

July 27, 1880	To paid 8 sets double harness at $20	160 00
	5 boxes for harness at 50c	2 50
	12 sets single harness at $12	144 00
	10 revolving scrapers at $20.50	205 00
	2 railway plows at $30	60 00
	4 dozen wheelbarrows at $38.50	154 00
	8 doz. steel shovels at $10.62	84 96
	4 do do at $10.20	40 80
	4 doz. pick-axes at $10	40 00
	4 doz. pick-handles at $2	8 00
	4 axes at $1.25	7 00
	4 doz. Black Prince axes at $9.50	38 00
	1 doz. curry combs	1 80
	1 doz. horse brushes	4 50
	1 doz. mane combs	1 40
	1 packing case	0 30
Aug. 10	1 grindstone	2 35
	1 set grindstone fixtures	0 90
	98 lbs. log chain at 12½c	12 25
17	4 sets double harness at $35	140 00
	1 whip	1 25
	3 waggons at $70	210 00
	1 buckboard	60 00
	5 sets whiffle-trees at $4	20 00
	5 clevises at 50c	2 50
	1 12-inch breaking plow	22 00
	1 whip	2 25
	½ doz. axes at $13.50	6 75
	½ doz. axe-handles at $4.80	2 40
	2 brush hooks, $4.20; 1 scythe, $1.25	5 45
	1½ in. augur, $4.40; 1 wrench, 65c	2 05
	1 Mattock, $2; 2 axe stones, 20c	2 20
	1 snath, $1; pick handle, 35c	1 35
	1 grindstone, $1 85; castings, $1.25	3 10
	1 log chain, $3.75; 2 boxes grease, 50c	4 25
21	1 fire pail, 75c.; tea pot, 65c.; pan, 35c	1 75
	1 wash basin, 50c.; fry pan, 60c	1 10
	1 scythe stone, 13c.; 2 boxes grease, $1.00	1 13
	1 brush snath, $1.25; 1 scythe, $1.00	2 25
	4 hooks, $8.40; 1 file, 25c	8 65
	2 gallon can, 65c.; 1 washboard, 30c	0 95
28	1 Porcelain lined pot	2 75

DETAIL OF PLANT EXPENDITURE—*Continued.*

Aug. 31, 1880	1 Tape line, $4; 2 ox bells, $1 20	5 20	
	Spring balance, 60c.: pass-book, 10c	0 70	
Sept. 3	1 Saddle and bridle	8 25	
23	½ doz clevises, $2.40; ½ doz. clevises, $2.40	4 80	
	2 pairs tug pins	1 20	
	Freight on above from Montreal	57 75	
	do do St. Boniface	5 00	
	do do Portage la Prairie	1 00	
	do do do	43 80	
	1 doz. hame straps	3 00	
25	2 dish pans at $1.65	3 30	
	10 lengths stove-pipe, 7 in. at 25c	2 50	
	2 elbows at 35c	0 70	
	1 elbow	0 20	
	2 lanterns, 75c	1 50	
	1 hollowing adze	1 75	
	1 do handle	0 40	
	1 large tin pot	1 50	
	2 doz. pint cups at $1	2 00	
	3 hasps and staples at 15c	0 45	
	2 galvanized camp kettles at $2	4 00	
30	1 box stove	5 00	
Oct. 15	1 pair horse blankets	6 00	
	1 pair surcingles, $1; 1 whip, $2	3 00	
	1 jack plain	0 50	
18	1 chisel, $1.00, $1.50; 1 brace, 75c	3 25	
	1 bit, 25c., 35c., 40c., 45c—$1.45; 1 hammer, $1	2 45	
			1,639 49
Sept. 25	Cr. by discount on sundries		0 80
			1,640 29

DETAIL OF STOCK EXPENDITURE.

July 22, 1880	To paid for brown mare	75 00	
	1 cream colored horse	65 00	
	1 black horse	85 00	
	1 dark bay horse	80 00	
	1 do do	62 50	
23	1 brown mare	92 00	
	2 horses	175 00	
	1 team (horse and mare)	175 00	
24	1 horse	65 00	
	1 mare	80 00	
	3 horses	255 00	
	Commission for buying above	23 50	
Aug. 12	Freight from Montreal	274 65	
	Feed, &c., during transportation	36 67	
	Keep at Montreal, &c	49 80	
	1 railway ticket for man with horses	21 00	
Sept. 20	1 yoke oxen	120 00	
	Ferry	0 30	
			1,735 42
Aug. 12	Cr. by cash, 1 horse sold		115 09
			1,620 42

MISCELLANEOUS ACCOUNT.

July 17, 1880	To G. S. McTavish's hotel bill, Ottawa	24 75	
	Carter, Church & Co., for examining titles in connection with Devlin security fees	50 00	
20	Laflamme; preparing instructions for partnerships deed	30 00	

MISCELLANEOUS ACCOUNTS—*Continued.*

July 20, 1880	Deed of Co-partnership	13 00
	Cab hire	1 00
	Railway fare	3 50
	Cab hire	1 00
21.	Railway fare	6 60
22	Telegrams	0 30
	do	0 25
23	do	0 23
26	do	0 30
	Paid U. S. Consul	3 50
	Railway ticket	21 00
	Telegram	0 95
	Paid cash to obtain men	25 00
	do do	25 00
27	Railway fare	30 25
	Pullman	2 00
	Telegram	0 50
28	Meals	1 75
	Sleeper	2 00
	Railway fare to Three Rivers	4 00
	Telegrams	2 57
	Paid cash to obtain men	15 00
	do do	20 00
29	Breakfast	0 75
	Telegram	0 75
30.	Hotel bill, St. Paul	4 50
	Railway fare	18 00
	Pullman	3 00
	3 meals	1 50
31	Telegrams	0 25
Aug. 9.	do	1 95
10	Paid for 51 new shoes	25 50
	4 shoes set	1 00
14	Paid men for finding lost horse	10 00
23	Board of 2 sick horses	6 00
	Shoeing horses	2 00
	Oats 75c., tea 10c., hay 50c.	1 35
	Postage stamps	0 10
	Expenses to Portage LaPrairie	7 39
	Stationery	0 50
30	Expenses from Winnipeg to contract and return	36 35
31	Telegram	0 60
Sept. 3	Setting fire, $1.00; bolts, 25c	1 25
6	3 new shoes	1 50
	5 shoes set	1 25
	Repairing buckboard	1 00
	Telegrams	0 92
11	Paid for fixing axle	4 00
12	Horse feed, $1.00; hay, $1 00	2 00
13	Bridge tolls	1 00
	3 meals	0 75
14	do	1 00
16.	Shoeing horses	2 00
17	Bandage, etc., for sick horses	1 10
	Horses feed at Portage LaPrairie	6 50
	Salt, hops and hay	1 00
	4 boxes sardines, $1.00; postage stamps, 50c	1 50
18.	Hay and bridge tolls	2 25
20	Use of waggon at work	2 00
21	Bread and butter	0 75
	G. Bowie's expenses from Montreal to Winnipeg	112 23
	Paid Nelson for valuing property	20 00
	Books, stationery	25 00
23	Expenses to line and return	27 75
24.	Telegram to Ottawa	2 35
	Stationery	2 00
	Expenses on McNaughton draft $250.00	2 68
	Postage	0 32
29	1 new shoe, 50c.; 7 shoe set, $1.75	2 25
	1 new spoke in wheel	0 25
Oct. 1	T. W. Trott & Co.'s account	2 25

MISCELLANEOUS ACCOUNTS—*Concluded.*

5.....	Expenses to Portage and return		14 50	
29.....	do line do		12 15	
	do Portage and Winnipeg		15 15	
	Shoeing horses		4 00	
	Expenses of 3 men to Portage		7 50	
	Postage on harness oil		0 75	
	Advertising for sale of horses		2 00	
Nov. 2.....	do teams and men		6 00	
	Book		1 50	
6.....	Ruler, 60c.; red ink, 25c.; Hetherington, $2.00		2 85	
	Livery bill, $7.00; harness oil carbolic, $1.75		8 75	
	Expenses from line		8 25	
				718 19

DETAIL OF CAMP EQUIPAGE.

Aug. 7, 1880.	To 1 camp bed		3 75	
10.....	27 pairs blankets, at $4.50		121 50	
	3 linen tents, $24.00; 1 tent, $15.00		29 00	
	Fittings for tents		8 00	
	Tow line		0 90	
	2¼ doz. knives and forks, at $2.50		5 63	
	2¼ doz. tea spoons, at 35c.		0 79	
	2¼ doz. table spoons, at 75c.		1 69	
	21 ea. porringers, at 10c.		2 10	
	6 ea. do at 20c.		1 20	
	2 ea. 12-in. frying pans, at $1.25		2 50	
	2¼ doz. pressed tin pans, at $1.75		3 94	
	2 knives, 80c.; 1 dipper, 25c.		1 05	
	1 small axe, $1.25; 1 tin kettle, $1.00		2 25	
	1 butcher knife		1 00	
	1 open tin kettle		1 50	
	1 oval kettle		5 00	
	3 doz. pressed tin plates, at $1.50		3 00	
	¾ doz. do pans, at $1.75		1 31	
	¾ doz. tinned iron tea spoons, at 35c.		0 26	
	¾ doz. do table spoons, at 75c.		0 56	
	¾ doz. iron-handled knives and forks, at $2.50		1 88	
	2 ea. large tin pans, at 30c.		0 60	
	2 ea. 14-quart pans, at 90c.		1 80	
	1 meat fork		0 40	
	2 dippers, at 25c.		0 50	
	8 pairs blankets, at $4 50		36 00	
	6 lengths 7 in. stove pipe, at 25c		1 50	
	1 only 7 in. elbow		0 30	
	1 "Grand Duke" cook stove		35 00	
14.....	4 horse pails, at 80c.		3 20	
	3 lanterns, at $1.00		3 00	
	1 oil can		0 75	
	1 scythe snath and stone		1 95	
	1 hand saw		2 00	
Sept. 6.....	1 leather tent		24 00	
	1 camp stove		2 75	
	2 galvanized iron pails, at $1.00		2 00	
30.....	1 only 10-oz. duck tent		28 00	
	Stone cups and saucers, 55c.; freight to Portage		7 55	
	½ doz. lamp glasses		1 50	
Nov. 30.....	Oil cloth, $4.00; tent and fittings, $10.00		14 00	
				365 61

DETAIL OF STORE EXPENDITURE.

Aug. 10,1880	To	5	lbs. soap, at 10c.	$ 0 50	
		1	box pipes	2 50	
		5	gross matches, at 65c.	3 25	
		20	lbs. "Prince of Wales" tobacco, at 42c.	8 40	
		2	caddies Myrtle Navy do at $9.75	19 50	
		3	do do do 9.75	29 25	
11		1	box matches	0 25	
12		4	lbs. Solace tobacco, at 50c.	2 00	
		4	lbs. chewing do at 50c.	2 00	
		5	lbs. Imperial soap, at 8c.	0 40	
		2	boxes do at $4.25	8 50	
14		½	doz. Pain Killer, at $3 00.	1 50	
		1	box matches	0 20	
		5	lbs. "Lorne" Powder, at $1.00	5 00	
		25	lbs. shot, at 10c.	2 50	
Sept. 1		6	pairs beef mocassins, at $2.12½	12 75	
3		19	pairs do 2 00	38 00	
		2	doz. flannel shirts, at $20.00	40 00	
		2	doz. handkerchiefs, at $1.50.	3 00	
		1	doz. do	0 60	
		2	doz. pairs overalls, at $12.00.	24 00	
		2	doz. jumpers, at $10.00	20 00	
6		3	doz. half hose, at $3.00	9 00	
24		1	doz. Pain Killer	3 00	
		2	doz. half hose, at $3.00	6 00	
		1½	doz undershirts, at $7.50.	11 25	
		1½	doz. drawers, at $7.50	11 25	
			Freight to Portage	2 48	
					267 08
	Cr.—By items of Store Account charged to men as Stores supplies in Statement No. 3				183 73
			Balance		83 35

DETAIL OF SUPPLIES EXPENDITURE.

Aug 10.1880	To	39	lbs pilot biscuit, at 7c	$ 2 73	
		1	seamless sack	0 30	
		159	lbs. bacon, at 11½c	18 29	
		4	lbs. Japan tea, at 35c	1 40	
		12	lbs. coffee sugar, at 11¼c.	1 35	
		12	loaves bread	1 00	
		3½	yds. crash, at 20c	0 70	
		329	lbs. dried apples, at 9¾	32 08	
		370	lbs. pilot biscuit, at 7c	25 90	
		15	bbls. pork, at $19.50	292 50	
		10	bush. beans, at $2.40	24 00	
		2	bush. peas, at $1.25	2 50	
		1	seamless bag	0 30	
		500	lbs. bacon, at 11½c	57 50	
		152	lbs. Japan tea, at 35c.	53 20	
		453	lbs. coffee sugar, at 11¼c.	50 97	
		2	kegs syrup, at $4 50	9 00	
		3	lbs. candles, at 17c.	0 51	
		2	doz. baking powder, at $3	6 00	
		20	pkgs. hops, at 9c	1 80	
11		20	loaves bread	1 66	
		21	do	1 70	
		2	lbs. tea, at 50c.	1 00	
		6	lbs. sugar, at 12½c.	0 75	
12		29	loaves bread	2 75	
		4	lbs. butter, at 25c	1 00	
14		200	lbs. bacon, at 11½c	23 00	
		100	lbs. pilot biscuit, at 7c	7 00	
		1	bag	0 10	
		10	lbs. sugar, at 12½c.	1 25	
		5	lbs. tea, at 30c.	1 50	

DETAIL OF SUPPLIES EXPENDITURE—*Continued.*

	10	lbs. salt, 20c ; 2 lbs. ground pepper, $1	1 20	
	1	gall. coal oil, 50c.; 20 loaves bread, $1.66	2 16	
	10	bush. oats, $5 ; bags for oats, 63c.	5 63	
		Lamp wick, 5c.; 56 lbs. bran, 36c.; bag, 20c.	0 61	
17	10½	bush. oats, at 35c	3 67	
	1	bag bran	0 30	
21	2	galls. coal oil, at 50c.	1 00	
	5	lbs. nails, at 7c	0 35	
23	5	sacks xxxx flour, at $2.75	13 75	
26	1	stack hay	35 00	
		Sundries at Portage la Prairie	11 67	
28	3	sacks xxxx flour, at $3	9 00	
		Bread	0 15	
Sept. 1	10	sacks xxxx flour, at $2.90	29 00	
	46	sacks for oats, at 20c	9 20	
	21	seamless bags for oats, at 35c	7 35	
	10	do bran, at 35c	3 50	
	1	do do	0 35	
	450	lbs. beans, at 50c. per 100 lbs.	2 25	
	29	sacks for oats, at 35c.	10 15	
6	11	lbs. assorted nails	6 00	
	4	lbs. pilot biscuit	0 40	
13	1	bush. oats, 55c.; bag, 35c.	0 90	
	12	lamp wicks	0 20	
	45	bush. potatoes, at 50c	22 50	
		Cod-line	0 75	
		Axle grease, $2.40 ; condition powders, 50c.	2 90	
		Eggs	0 50	
21		Milk	2 00	
23		do	1 00	
25		Hay.	10 00	
29	500	feet lumber, at $25 per 1,000	12 50	
30	20	sacks xxxx flour, at $2.90	58 00	
	20	seamless bags, at 30c	6 00	
	10	lbs. candles, at 25c	2 50	
	1	pkg. T hinges	0 35	
	2	pkgs. strap hinges, at 25c	0 50	
	3	padlocks, at 50c	1 50	
	1	doz. spools	0 60	
	2	wash-tubs, at $1.00	2 00	
	1	bbl. brown sugar, 264 lbs., at $12.50 per 100 lbs.	33 00	
	1	box soap.	4 75	
	5	galls. coal oil, at 50c.	2 50	
	4	lbs. coffee, at 45c	1 80	
	1	bbl. dried apples, 121 lbs,, at 11c.	13 21	
	2	doz. axle grease, at $2.25.	4 50	
	1	oil can	0 65	
	40	seamless bags, at 35c	14 00	
		Repairing stove	2 50	
		Storage at Pratt's Warehouse	1 50	
Oct. 1		Bridge toll	1 50	
16	½	lb. biscuits, at 20c.	0 10	
		Freight on 3,672 lbs., at 80c	29 37	
		do 3,452 lbs., at 80c	27 61	
		do 38,82 lbs., at $1	38 82	
		do 12,235 lbs , at $1	122 95	
Oct. 16, 1880	To Freight on 3,551 lbs. at $1.00		35 51	
	Storage at H. B. C. Warehouse		5 00	
20	7 tons hay	cash, at $10.25	15 35	
		supplies	53 25	
		store	3 20	
	Freight to Portage la Prairie		7 95	
Nov. 1	2 galls. coal oil at 70c		1 40	
	2 bush. oats at 35c		0 70	
	775 lbs. bran at 40c		3 10	
	Window sash		4 50	
15	542 9/34 bush. oats at 25c		135 70	
				265 66
				1,465 45

DETAIL OF SUPPLIES EXPENDITURE——*Continued.*

Oct. 20.....	Cr.—By Cash from sale of hay	53 25	
Nov. 1.....	68 seamless sacks returned, at 30c.....	20 40	
	Supplies charged to men as board account in Statement No. 3.....	737 37	
			811 02
	Balance.....		654 43

Labor Account, Bowie, McTavish & Co., two hundred miles west of R.R.

Names.	Cash.	Store.	Board.
	$ cts	$ cts.	$ cts.
Patrick Holden	138 89	18 23	37 00
Patrick McCormack	38 43	3 73	28 00
G. Hetherington	22 95	9 65	40 00
W. Clark	26 10	16 07	44 50
A. Lamothe	26 00	7 90	27 00
T. O'Brian	22 25	9 75	44 50
J. Mansfield	21 00	12 30	44 50
W. Conquest	21 00	10 56	30 50
Patrick Murphy	21 00	11 35	44 50
John O'Brian	26 00	9 21	27 00
T. Daley	21 00	8 77	44 50
W. Hallam	14 00	0 57	21 00
F. Lewis	15 45	2 49	24 50
John Crateau	42 46	5 91	45 50
William Duggan	43 75	6 25	46 00
A. Lewles	1 77	5 98	40 00
A. Kennedy	14 00	0 23	21 00
J. Irvine	43 12	.....	34 50
G. Glennie	46 74	0 13	34 50
J. McDonald	17 52	0 35	14 00
G. Hunt	20 77	0 85	18 50
M. M. Brooks	11 25	.....	7 87
C. Bowie	204 19	4 00	.....
W. Thompson	85 56	5 50	.....
C. W. H. Page	150 00	.....	.....
Thomas Sutherland	21 00	0 30	12 00
F. Smith	18 00	.....	.....
Thomas Newmarch	35 00	.....	.....
James Cochrane	35 85	.....	.....
George Williams	33 00	.....	.....
Alexander Grant	33 00	.....	.....
E. McDonald	11 00	.....	.....
A. Kenny	11 00	.....	.....
Henry Henis	35 00	.....	.....
Edward Burns	9 00	.....	.....
John Hanley	9 00	.....	.....
G. R. Black	.....	5 00	.....
John Martin	34 00	.....	.....
George Williams	11 00	.....	.....
Edward Williams	11 00	.....	.....
Thomas Johnston	11 00	.....	.....
Alex. Grearson	.....	4 20	.....
Jacob Whitlaw	4 80	1 20	.....
— Bailey	.....	4 00	5 00
W. Roareson	.....	19 25	1 00
	1,417 85	183 73	737 37
	183 73		
	737 37		
Total amount	2,338 95		

No. 3.—STATEMENT of Expenditure of Bowie, McTavish & Co. in connection with the second 100 miles contract of the Canada Pacific Railway, West of Red River.

1	Stock		$1,620 42
2	Plant		1,640 29
3	Supplies		654 43
4	Labor—Cash paid out	$1,417 85	
	do Stores supplied men	183 73	
	do Board account	737 37	
			2,338 95
5	Store		83 35
6	Camp equipage		365 61
7	Miscellaneous account		718 19
8	Paid O. J. Devin, for real estate security		4,500 00
9	do A. Bowie, for interest in contract		2,000 00
10	do M. McNaughton, do do		500 00
11	Unpaid accounts—		
	"Lorne House," Portage La Prairie	7 25	
	J. & W. Ritchie	70 00	
	Notary in Montreal, preparing Devlin's security	30 00	
	Davison & Wilson	45 00	
	Connell & Bewk	134 50	
	T. West	3 43	
	Unpaid Wages	200 00	
			490 18
12	Interest on $22,000, capital		1,000 00
	Allowance to members of the firm for time expended in connection with the contract.		
13	George Bowie		2,000 00
14	George S. McTavish		2,000 00
			19,911 42

NOTE.—The above does not include a considerable item of personal expenditure of which no account was kept.

9th December, 1880.

SIR,—I have the honor to inform you that on the 26th October last, the Chief Engineer of the Pacific Railway served a notice on the contractors for the second 100 miles section of that railway, west of Red River, stating that unless within six days from the date thereof more satisfactory progress was made, the contract would be cancelled.

Acting under the advice contained in your letter of the 10th instant, no further notice was given and the Government took possession.

The contractors have now addressed a letter to the Department, in which they express themselves as "willing to consent to a cancellation of the contract," upon certain specified conditions.

I am directed to request that you will be pleased to advise the Department as to the legal position of the contractors in this matter.

I enclose the necessary papers for your information.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

SIR,—I, as a member of the firm of Bowie & McNaughton, contractors for the second 100 miles, section 66, of the Canadian Pacific Railway, I hereby beg to acknowledge the receipt of a letter and notice, dated 26th day of October, 1880, and signed by the Engineer-in-Chief of the Railway, informing and notifying the firm of Bowie & McNaughton that they were in default in the prosecution of their work, and notifying them that if such default continued six days, Her Majesty would, pursuant

to the terms of the contract, take the work out of our hands and complete the work. In my own name, as well as in my name of as a member of the firm of Bowie & McTavish, I hereby deny any such default, and, on the contrary, affirm that I did proceed with the work with all due diligence, and notified the engineer in charge that in accordance with the terms of the contract, I was willing and ready, and was in want of work to be laid out for the winter, and that if any delay has taken place, it was not the fault of the undersigned, but in consequence and through the action of the Government and their duly authorized agents in the matter, in order that the said contract be cancelled and for other public reasons; I further beg to state that subsequent to this notice, and in order to meet the views of the Government in this matter without prejudice to any claim for damages to which I may be entitled to, I wrote to you on the 10th of November, offering that our contract be cancelled subject to the conditions therein mentioned, that no action was taken upon said offer but of that subsequently, to wit: on Saturday, the 5th of December, I duly received a letter dated Winnipeg, 29th November, 1880, and signed by Mr. William Murdoch, engineer in charge, informing me that in accordance with the notice served on me, our contract had been cancelled.

Since my arrival in Ottawa, I have been informed that the Government were willing to settle with us, and that my partner had fyled with you a statement of the actual expenses and on what terms a settlement would be arrived at; as I have not had communication of the bill fyled, I beg that you give order that a copy of the bill fyled by my partner be given to me, in order that I may examine, and supplement, and add to the same, if the bill is not in accordance with the terms of the offer contained in our letter of the 10th November, above referred to, if it does not include such further amount as may have been expended and disbursed since the 10th of November up to the 5th December inst. Hoping, Sir, that you will take into consideration the above demand.

I remain, Sir, your obedient servant,

GEO. BOWIE.

Hon Sir CHARLES TUPPER, Minister of Railways and Canals.

OTTAWA, 14th December, 1880.

SIR,—As one of the contractors of the firm of Bowie & McTavish, who have put up with the Government the satisfactory security for the completion of the contract for the second hundred miles (section 66) of the Canadian Pacific Railway, I beg to notify you that I have not authorized any one to settle with the Government for the surrendering up of our contract to the Government, and I hereby declare that I am willing to fyle a statement of my claim for disbursements, expenditure, &c., in connection with this contract up to this date in order to arrive at a settlement with all parties concerned.

As I am not in a position to abandon any rights I may have without compensation, and as the sudden stoppage of the work at the commencement of the winter has put me to expense and loss, I hereby protest against any settlement being made without my consent thereto in writing, and respectfully request that the Department do not take any action in this matter until an official copy of the accounts filed by my partner Mr. George S. McTavish, be furnished to me (as requested in my letter of yesterday's date) and an opportunity given me to fyle a statement of my disbursements, expenditure, &c.

I have the honor to be, Sir, your obedient servant,

GEORGE BOWIE.

Hon. Sir CHARLES TUPPER, Minister of Railways and Canals.

RETURN

(No. 23*l*)

To an ORDER OF THE HOUSE OF COMMONS, dated 23rd December, 1880;—
For a Statement showing:

1st. The quantity of steel rails and fastenings bought by the Government in 1879, and the average price thereof, together with a statement of interest on such price from the date of payment at the rate at which part thereof are to be conveyed to the Canadian Pacific Railway Company.

2nd. The quantity of such rails and fastenings already delivered, and the dates of such delivery; and the dates at which any undelivered are due.

3rd. The quantity of such rails and fastenings already used by the Government, and the quantity required for the completion of the Government part of the Railway.

4th. The quantity which will remain for conveyance to the Company, and the price thereof according to the contract as of its date 21st October, 1880.

5th. The market value of such last mentioned quantity on the average prices for each of the months of September and October, A.D. 1880.

And, also a Statement showing the quantities of rails and fastenings purchased by the Government in 1874, 1875 and 1876, showing the price thereof and the interest on such purchases from the date of purchase until the said rails and fastenings were used on the Canadian Pacific Railway or elsewhere; and showing also, how and where rails and fastenings were used, what quantity remains unused, and the place or places where such remainder is stored; and, also the several quantities of steel rails bought since the 1st January, 1871, together with the prices thereof.

By Command,
JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
14th January, 1881.

STATEMENT required by order of the House issued 23rd December, 1880.

1st. The quantity of steel rails and fastenings bought by the Government in 1879, and the average price thereof, together with a statement of interest on such price from the date of payment, at the rate at which part thereof are to be conveyed to the Canadian Pacific Railway Company:—

Quantity—

Rails	39,000 tons.
Fish-plates	1,560 "
Bolts and nuts	390 "

Average price thereof—

Rails	$20.58 per ton.
Fish-plates	27.85 "
Bolts and nuts	50.66 "

Interest at 6 per cent. for say three months—

Rails	31c. per ton.
Fish-plates	42c. "
Bolts and nuts	76c. "

2nd. The quantity of such rails and fastenings already delivered, and the dates of such delivery, and the dates at which any undelivered are due:—

Quantities delivered—

Rails	32,825 tons.
Fish-plates	1,193 "
Bolts and nuts	283 "

Dates of delivery—

July, August, September, October, November, May	1879
July, August, September, October	1880

Undelivered quantity—

Was due 1st October	1880

3rd. The quantity of such rails and fastenings used by the Government, and the quantity required for the completion of the Government part of the Railway:—

Quantity already used by the Government—

Rails	11,140 tons.
Fish-plates	445 "
Bolts and nuts	111 "

Quantity required for completion of Government part of Railway—

Rails	22,860 tons.
Fish-plates	915 "
Bolts and nuts	229 "

4th. The quantity which will remain for conveyance to the Company and price thereof, according to the contract, as of its date, 21st October, 1880:—

Probable quantity and price for conveyance to Company—

Rails,	5,000 tons,	@ $39.66	per ton		$193,300
Fish-plates,	200 "	47.04	"		9,408
Bolts and nuts,	50 "	70.20	"		3,510
					$211,218

5th. The market value of such last mentioned quantity on the average prices for each of the months of September and October, A.D., 1880, and on the price of 21st October, 1880:—

Market value—

Rails,	5,000 tons,	@ $53.78	per ton		$268,900
Fish-plates,	200 "	58.65	"		11,730
Bolts and nuts,	50 "	102.50	"		5,125
					$285,755

Value at prices of 21st October, 1880—

Rails,	5,000 tons,	@ $39.66	per ton	$198,300	
Fish-plates,	200 "	47.04	"	9,405	
Bolts and nuts,	50 "	70.20	"	3,510	
					211,218
Difference					$74,537

Also, a Statement showing the quantity of rails and fastenings purchased by the Government in 1874, 1875 and 1876, shewing the price thereof and the interest on such purchases from the date of purchase until the said rails and fastenings were used on the Canadian Pacific Railway or elsewhere, and showing also how and where such rails and fastenings were used, what quantity remains unused, and the place or places where such remainder is stored.

Quantity purchased in 1874 and 1875:—

Rails	50,099 tons.
Fish-plates	1,852 "
Bolts and nuts	423 "
Spikes	30 "

Average price at Montreal and Halifax, exclusive of land carriages and other charges:—

Rails	$ 54 81 per ton.
Fish-plates	54 81 "
Bolts and nuts	100 50 "

Average price at Vancouver's Island, B.C., inclusive of inland carriage and other charges:—

Rails	$ 63 37 per ton.
Fish-plates	63 37 "
Bolts and nuts	107 17 "
Spikes	102 31 "

Interest from date of purchase until used on the Canadian Pacific Railway or elsewhere:—

(This calculation has not been completed.)

How and where such rails and fastenings were used, rails:—

Intercolonial Railway	11,160 tons.
Canadian Pacific Railway, main line	25,927 "
" " " Pembina Branch	7,830 "

Fish-plates:—

Intercolonial Railway	425 tons.
Canadian Pacific Railway, main line	1,010 "
" " " Pembina Branch	302 "

Bolts and nuts:—

Intercolonial Railway	106 tons.
Canadian Pacific Railway, main line	210 "
" " " Pembina Branch	63 "

Quantity remaining unused and where stored:—

Remaining unused—Rails	5,182 tons.
Fish-plates	115 "
Bolts and nuts	44 "
Spikes	30 "

Where stored. British Columbia:—

Rails	5,077 tons.
Fish-plates	109 "
Bolts and nuts	43 "
Spikes	30 "

Kingston Penitentiary:—

Rails	105 tons.
Fish-plates	6 "
Bolts and nuts	1 "

(23*m*)

To the Hon. Sir CHARLES TUPPER, K.C.M.G., M.P., Minister of Railways and Canals for the Dominion of Canada, Ottawa.

SIR,—The undersigned, who, for the purpose hereinafter set out, call themselves the Company, have the honor to submit the following propositions for the construction and operation of the Canadian Pacific Railway:—

1. For the better interpretation hereof, it is hereby declared that the portion of Railway hereinafter called the Eastern Section, shall comprise that part of the Canadian Pacific Railway to be constructed, extending from the Western terminus of the Canada Central Railway, near the East end of Lake Nipissing, known as Callander Station, to a point of junction with that portion of the said Canadian Pacific Railway now in course of construction extending from Lake Superior to Selkirk on the East side of Red River; which latter portion is hereinafter called the Lake Superior Section. That the portion of said Railway, now partially in course of construction, extending from Selkirk to Kamloops, is hereinafter called the Central Section; and the portion of said Railway now in course of construction, extending from Kamloops to Port Moody, is hereinafter called the Western Section. And that the words "the Canadian Pacific Railway," are intended to mean the entire Railway, as described in the Act 37th Victoria, cap. 14. The individual parties who shall sign this offer are hereinafter described as the Company, and the Government of Canada is hereinafter called the Government.

2. The contractors, immediately after the organization of the Company, will deposit with the Government $1,000,000 in cash or approved securities, as a security for the construction of the Railway. The Government shall pay to the Company interest on the cash deposited at the rate of four per cent. per annum, half yearly, and shall pay over to the Company the interest received upon securities deposited, the whole until default in the performance of the conditions hereof, or until the repayment of the deposit, and shall return the deposit to the Company on the completion of the Railway, according to the terms hereof, with any interest accrued thereon.

3. The Company will lay out, construct and equip the said Eastern Section, and the said Central Section, of a uniform gauge of 4 feet 8½ inches, and in order to establish an approximate standard whereby the quality and the character of the Railway and of the materials used in the construction thereof, and of the equipment thereof may be regulated, the Union Pacific Railway of the United States, as the same was in 1873, is hereby selected and fixed as such standard. And if the Government and the Company should be unable to agree as to whether or not any work done or materials furnished are in fair conformity with such standard, or as to any other question of fact, excluding questions of law, the subject of disagreement shall be from time to time referred to the determination of three referees, one of whom shall be chosen by the Government, one by the Company, and one by the two referees so chosen, and such referees shall decide as to the party by whom the expense of such reference shall be defrayed. And if such two referees should be unable to agree upon a third referee, he shall be appointed at the instance of either party hereto, after notice to the other, by the Chief Justice of the Supreme Court of Canada. And the decision of such referees, or of the majority of them, shall be final.

4. The work of construction shall be commenced at the eastern extremity of the Eastern Section not later than the first day of July next, and the work upon the Central section shall be commenced by the Company at such point towards the eastern end thereof on the portion of the line now under construction as shall be found convenient and as shall be approved by the Government, at a date not later than the 1st May next. And the work upon the Eastern and Central sections shall be vigorously and continuously carried on at such rate of annual progress on each section as shall enable the Company to complete and equip the same and each of them

in running order, on or before the first day of May, 1891, by which date the Company, shall complete and equip the said sections in conformity with this proposal, unless prevented by the act of God, the Queen's enemies, intestine disturbances epidemics, floods, or other causes beyond the control of the Company. And in case of the interruption or obstruction of the work of construction from any of the said causes, the time fixed for the completion of the Railway shall be extended for a corresponding period.

5. The Company shall pay to the Government, the cost, according to the contract of the portion of railway, 100 miles in length, extending from the city of Winnipeg westward up to the time at which the work was taken out of the hands of the contractor, and the expenses since incurred by the Government in the work of construction, but shall have the right to assume the said work at any time and complete the same, paying the cost of construction as aforesaid so far as the same shall then have been incurred by the Government.

6. Unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemics, floods, or other causes beyond the control of the Government, the Government shall cause to be completed the said Lake Superior section, by the dates fixed by the existing contracts for the construction thereof; and shall also cause to be completed the portion of the said Western Section now under contract, namely, from Kamloops to Yale, within the period fixed by the contracts therefor, namely, by the thirtieth day of June, 1885; and shall also cause to be completed, on or before the first day of May, 1891, the remaining portion of the said Western Section, lying between Yale and Port Moody, which shall be constructed of equally good quality in every respect with the standard hereby created for the portion hereby tendered for. And the said Lake Superior section, and the portions of the said Western Section now under contract, shall be completed as nearly as practicable according to the specifications and conditions of the contracts therefor except in so far as the same have been modified by the Government prior to the 21st day of October, 18-0.

7. The Railway constructed under the terms hereof shall be the property of the Company; and pending the completion of the Eastern and Central Sections, the Government shall transfer to the Company the possession and right to work and run the several portions of the Canadian Pacific Railway already constructed or as the same shall be completed. And upon the completion of the Eastern and Central Sections, the Government shall convey to the Company, with a suitable number of station buildings and with water service (but without equipment), those portions of the Canadian Pacific Railway constructed or to be constructed by the Government which shall then be completed; and upon completion of the remainder of the portion of railway to be constructed by the Government, that portion shall also be conveyed to the Company, and the Canadian Pacific Railway shall become, and be thereafter the absolute property of the Company. And the Company shall thereafter and forever efficiently maintain, work and run the Canadian Pacific Railway.

8. Upon the reception from the Government of the possession of each of the respective portions of the Canadian Pacific Railway, the Company shall equip the same in conformity with the standard herein established, and shall thereafter maintain and efficiently operate the same.

9. In consideration of the premises, the Government shall grant to the Company a subsidy in money of $22,000,000, and in land of 22,000,000 acres, for which subsidies the construction of the Canadian Pacific Railway shall be completed and the same shall be equipped, maintained and operated, the said subsidies respectively to be paid and granted as the work of construction shall proceed, in manner and upon the conditions following, that is to say :

a. The said subsidy in money is hereby divided and appropriated as follows, namely :—

CENTRAL SECTION.

Assumed at 1,350 miles—		
1st.—900 miles, at $7,333.33 per mile	$6,600,000	
2nd.—450 " " 12,000 " "	5,400,000	
		$12,000,000

EASTERN SECTION.

Assumed at 650 miles, subsidy equal to $15,384.61 per mile	$10,000,000	
		$22,000,000

And the said subsidy in land is hereby divided and appropriated as follows, subject to the reserve hereafter provided for.

CENTRAL SECTION.

1st.—900 miles, at 10,000 acres per mile	9,000,000	
2nd.—450 " " 15,000 " "	6,750,000	
		15,750,000

EASTERN SECTION.

Assumed at 650 miles, subsidy equal to 9,615.35 acres per mile	6,250,000	
		22,000,000

b. Upon the construction of any portion of the Railway not less than 20 miles in length, and the completion thereof so as to admit of the running of regular trains thereon, together with such equipment thereof as shall be required for the traffic thereon, the Government shall pay and grant to the Company the money, and land subsidies applicable thereto, according to the division and appropriation thereof made, as hereinbefore provided; the Company having the option of receiving in lieu of cash, terminable bonds of the Government, bearing such rate of interest for such period and nominal amount as may be arranged, and which may be equivalent according to actuarial calculation to the corrresponding cash payment, the Government allowing four per cent. interest on monies deposited with them.

c. If at any time the Company shall cause to be delivered on or near the line of the said Railway, at a place satisfactory to the Government, steel rails and fastenings to be used in the construction of the Railway, but in advance of the requirements for such construction, the Government, on the requisition of the Company, shall, upon such terms and conditions as shall be determined by the Government, advance thereon three-fourths of the value thereof at the place of delivery. And a proportion of the amount so advanced shall be deducted according to such terms and conditions from the subsidy to be thereafter paid, upon the settlement for each section of 20 miles of railway, which proportion shall correspond with the proportion of such rails and fastenings which have been used in the construction of such sections.

d. Until the first day of January, 1882, the Company shall have the option, instead of issuing land grant bonds as hereinafter provided, of substituting the payment by the Government of the interest (or part of the interest) on bonds of the Company, mortgaging the railway and the lands to be granted by Government, running over such term of years as may be approved by the Governor in Council in lieu of the cash subsidy to be granted to the Company or any part thereof under the terms hereof; such payments of interest to be equivalent according to actuarial calculation to the corresponding cash payment, the Government allowing four per cent. interest on monies deposited with them; and the coupons representing the interest on such bonds shall be guaranteed by the Government to the extent of such equivalent. And the proceeds of the sale of such bonds to the extent of not more than $25,000,000, shall be deposited with the Government, and the balance of such proceeds shall be placed elsewhere by the Company, to the satisfaction, and under the exclusive control of the Government; failing which last condition the bonds in excess of those sold shall remain in the hands of the Government. And from time to time as the work proceeds, the Government shall pay over to the Company: firstly, out of the amount so to be placed by the Company—and, after the expenditure of that amount, out of the amount deposited with the Government,—sums of money bearing the same proportion to the mileage cash subsidy hereby agreed upon, which the net proceeds of such sale (if the whole of such bonds are sold upon the issue thereof) or, if such bonds be not all then sold, the net proceeds of the issue, calculated at the rate at which the

sale of part of them shall have been made, shall bear to the sum of $25,000,000. But if only a portion of the bond issue be sold, the amount earned by the Company according to the proportion aforesaid, shall be paid to the Company, partly out of the bonds in the hands of the Government, and partly out of the cash deposited with the Government, in similar proportions to the amount of such bonds sold and remaining unsold respectively; and the Company shall receive the bonds so paid as cash at the rate at which the said partial sale thereof shall have been made. And the Government will receive and hold such sum of money towards the creation of a sinking fund for the redemption of such bonds and upon such terms and conditions as shall be agreed upon between the Government and the Company.

e. If the Company avail themselves of the option granted by clause *d*, the sum of $2,000 per mile for the first eight hundred miles of the Central Section shall be deducted *pro rata* from the amount payable to the Company in respect of the said eight hundred miles, and shall be appropriated to increase the mileage cash subsidy appropriated to the remainder of the said Central Section.

10. In further consideration of the premises the Government shall also grant to the Company the lands required for the road-bed of the railway, and for its stations, station grounds, workshops, dock ground and water frontage at the termini on navigable waters, buildings, yards, and other appurtenances required for the convenient and effectual construction and working of the railway, in so far as such land shall be vested in the Government. And will convey to the Company, at cost price, with interest, all rails and fastenings bought in or since the year 1879, and other materials for construction in the possession of or purchased by the Government at a valuation; such rails, fastenings and materials not being required by it for the construction of the said Lake Superior and Western sections.

11. The grant of land as herein mentioned to be made to the Company, shall be so made in alternate sections of 640 acres each, extending back 24 miles deep, on each side of the railway, from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the Company receiving the sections bearing uneven numbers. But should any of such sections consist in a material degree of land not fairly fit for settlement, the Company shall not be obliged to receive them as part of such grant, and the deficiency thereby caused and any further deficiency which may arise from the insufficient quantity of land along the said portion of railway, to complete the said 22,000,000 acres, or from the prevalence of lakes and water stretches in the sections granted (which lakes and water stretches shall not be computed in the acreage of such sections), shall be made up from other portions to be selected by the Company in the tract known as the fertile belt, that is to say, the land lying between parallels 49 and 57 degrees of north latitude, or elsewhere, at the option of the Company, by the grant therein of similar alternate sections extending back 24 miles deep on each side of any branch line or lines of railway to be located by the Company, and to be shown on a map or plan thereof deposited with the Minister of Railways; or of any common frontline or lines agreed upon between the Government and the Company, the conditions hereinbefore stated as to lands not fairly fit for settlement to be applicable to such additional grants. And the Company may, with the consent of the Government, select in the North-West Territories any tract or tracts of land not taken up as a means of supplying or partially supplying such deficiency. But such grants shall be made only from lands remaining vested in the Government.

12. The Government shall extinguish the Indian title affecting the lands herein appropriated, and to be hereafter granted in aid of the Railway.

13. The Company shall have the right, subject to the approval of the Governor in Council, to lay out and locate the line of Railway hereby contracted for, as they may see fit, preserving the following terminal points, namely: from Callander station to the point of junction with the Lake Superior section; and from Selkirk to the junction with the western section at Kamloops by way of the Yellow Head Pass.

14. The Company shall have the right, from time to time, to lay out, construct, equip, maintain and work branch lines of railway from any point or points along their main line of railway, to any point or points within the territory of the Dominion. Provided always, that before commencing any branch they shall first deposit a map and plan of such branch in the Department of Railways. And the Government shall grant to the Company the lands required for the road-bed of such branches, and for the stations, station grounds, buildings, workshops, yards and other appurtenances requisite for the efficient construction and working of such branches in so far as such lands are vested in the Government.

15. The Company shall be authorized by their Act of incorporation to issue bonds, secured upon the land granted and to be granted to the Company, containing provisions for the use of such bonds in the acquisition of lands, and such other conditions as the Company shall see fit, such issue to be for $25,000,000. And should the Company make such issue of land grant bonds, then they shall deposit them in the hands of the Government; and the Government shall retain and hold one-fifth of such bonds as security for the due performance of the present contract in respect of the maintenance and continuous working of the Railway by the Company, as herein mentioned, for ten years after the completion thereof, and the remaining $20,000,000 of such bonds shall be dealt with as hereinafter provided. And as to the said one-fifth of the said bonds, so long as no default shall occur in the maintenance and working of the said Canadian Pacific Railway, the Government shall not present or demand payment of the coupons of such bonds, nor require payment of any interest thereon. And if any of such bonds so to be retained by the Government shall be paid off in the manner to be provided for the extinction of the whole issue thereof, the Government shall hold the amount received in payment thereof as security for the same purposes as the bonds so paid off, paying interest thereon at four per cent. per annum so long as default is not made by the Company in the performance of the conditions hereof. And at the end of the said period of ten years from the completion of the said Railway, if no default shall then have occurred in such maintenance and working thereof, the said bonds, or if any of them shall then have been paid off, the remainder of said bonds and the money received for those paid off, with accrued interest, shall be delivered back by the Government to the Company with all the coupons attached to such bonds. But if such default should occur, the Government may thereafter require payment of interest on the bonds so held, and shall not be obliged to continue to pay interest on the money representing bonds paid off; and while the Government shall retain the right to hold the said portion of the said land grant bonds, other securities satisfactory to the Government may be substituted for them by the Company by agreement with the Government.

16. If the Company shall find it necessary or expedient to sell the remaining $20,000,000 of the land grant bonds, or a larger portion thereof than in the proportion of one dollar for each acre of land then earned by the Company, they shall be allowed to do so, but the proceeds thereof, over and above the amount to which the Company shall be entitled as herein provided, shall be deposited with the Government. And the Government shall pay interest upon such deposit half-yearly, at the rate of four per cent. per annum, and shall pay over the amount of such deposit to the Company from time to time as the work proceeds, on the same conditions as the land grant—that is to say: the Company shall be entitled to receive from the Government out of the proceeds of the said land grant bonds, the same number of dollars as the number of acres of the land subsidy which shall then have been earned by them, less one-fifth thereof, that is to say, if the bonds are sold at par, but if they are sold at less than par, then a deduction shall be made therefrom corresponding to the discount at which such bonds are sold. And such land grant shall be conveyed to them by the Government, subject to the charge created as security for the said land grant bonds, and shall remain subject to such charge till relieved thereof in such manner as shall be provided for at the time of the issue of such bonds.

17. The Company shall pay any expenses which shall be incurred by the Government in carrying out the provisions of the two last preceding clauses of this contract.

18. If the Company should not issue such land grant bonds, then the Government shall retain from out of each grant to be made from time to time, every fifth section of the lands hereby agreed to be granted, such lands to be so retained as security for the purposes, and for the length of time, mentioned in section eighteen hereof. And such lands may be sold in such manner and at such prices as shall be agreed upon between the Government and the Company, and in that case the price thereof shall be paid to, and held by the Government for the same period, and for the same purposes as the land itself, the Government paying four per cent. per annum interest thereon. And other securities satisfactory to the Government may be substituted for such lands or money by agreement with the Government.

19. The Company also hereby offers, in the event of the Government desiring to withdraw from the proposed construction of the Eastern Section of the said Railway, that the Company shall reduce the said subsidy in money and land by the amount apportioned to the said Eastern Section of the Railway under the 9th paragraph of this proposal, that is to say by $10,000,000 and 6,250,000 acres of land, and this proposal shall stand in all other respects, and in so far as the same shall not exclusively apply to the construction, equipment, or operating of the Eastern Section.

20. In the event of the Government desiring to withdraw the said Eastern Section from construction hereunder, the Company hereby offers to construct within three years, and equip, own and operate as a part of the Canadian Pacific Railway, a branch line from South-East Bay, Lake Nipissing, to Sault Ste. Marie and Goulais Bay, Lake Superior, estimated at 294 miles, at and for a sum of $3,500,000; and in all other respects the provisions of this proposal shall apply to the said Branch Line so far as applicable thereto.

21. In the event of the Government desiring to postpone or withdraw from construction the Western Section of the said Railway, extending from Kamloops to Port Moody, they shall be at liberty to do so, and in that event the Government shall not be bound to complete and hand over to the Company the said Western Section under the 6th and 7th clauses hereof; but except so far as it relates and is applicable to the construction of the said Western Section by the Government, this proposal shall stand good and be binding upon the Company.

22. In the event of the Government desiring to postpone or withdraw from construction by the Company hereunder the westerly portion of the Central Section of said Railway, being the westerly 450 miles thereof, as mentioned in the 9th clause of this proposal, the Company offers to reduce the subsidy in money and land by the amount apportioned to the said westerly 450 miles of the Central Section under the said 9th clause hereof—that is to say, $5,400,000 and 6,750,000 acres of land; and in the event of such postponement or withdrawal by the Government of the said westerly 450 miles of the Central Section, then this proposal shall stand in all other respects, and in so far as the same shall not exclusively relate to the constructing, equipment, or operating of said 450 miles.

23. At any time after the completion of the Canadian Pacific Railway, or of the parts thereof that are to be completed hereunder, the Government shall be entitled to acquire the same and all the property and assets of the Company, paying therefor such compensation as may be agreed upon; or, in case of disagreement, such compensation shall be settled by the decision of the majority of three arbitrators. one to be chosen by the Government, one by the Company, and the third by the two so appointed.

24. The Company to be incorporated, with sufficient powers to enable them to carry out the foregoing offer, and this proposal shall only be binding in the event of an Act of incorporation being granted to the Company, substantially as set out in Schedule A hereto.

25. The Railway Act of 1879, in so far as the provisions of the same are applicable to the undertaking referred to in this proposal, and in so far as they are not

inconsistent herewith or inconsistent with or contrary to the provisions of the Act of incorporation to be granted to the Company, shall apply to the Canadian Pacific Railway.

Signed, W. P. HOWLAND, Toronto.
" A. R. McMASTER, Toronto.
" H. H. COOK, Toronto.
" JAMES McLAREN, Ottawa.
" WILLIAM HENDRIE, Hamilton.
" JOHN STUART, Hamilton.
" JOHN WALKER, London.
" D. MACFIE, London.
" K. CHISHOLM, Brampton.
" JOHN PROCTOR, Hamilton.
" P. S. STEVENSON, Montreal.
" A. T. WOOD, Hamilton.
" A. W. ROSS, Winnipeg.
" GEORGE A. COX, Peterboro'.
" P. HOWLAND, Toronto.
" P. LARKIN, St. Catherines.
" ALLAN GILMOUR, Ottawa.
" JOHN CARRUTHERS, Kingston.
" WILLIAM D. LOVITT, Yarmouth.
Per F. Killam.
" ALEX. GIBSON, Fredericton.
" BARNET & McKAY, Renfrew.

Witness (Signed) JOHN LEYS, Solicitor.

SCHEDULE A, REFERRED TO IN THE FOREGOING PROPOSAL OF CONTRACT.

INCORPORATION.

1. Sir William P. Howland, A. R. McMaster, H. H. Cook, James McLaren, William Hendrie, John Stuart, John Walker, D. Macfie, K. Chisholm, John Proctor, P. S. Stevenson, A. T. Wood, A. W. Ross, George A. Cox, Peleg Howland, P. Larkin, Allan Gilmour, John Carruthers, William D. Lovitt and Alexander Gibson, all of the Dominion of Canada, with all such other persons and corporations as shall become shareholders in the Company hereby incorporated, shall be and they are hereby constituted a body corporate and politic, by the name of the "Canadian Pacific Railway Company."

2. The capital stock of the Company shall be twenty-five million dollars, divided into shares of one hundred dollars each, which shares shall be transferable in such manner and upon such conditions as shall be provided by the by-laws of the Company; and such shares, or any part thereof, may be granted and issued as paid-up shares for value *bonâ fide* received by the Company, either in money at par or at such price and upon such conditions as the Board of Directors may fix; or as part of the consideration of any contract made by the Company.

(*a*) With a view to give an opportunity of subscribing for stock in the Company, stock books shall be opened in Montreal, Toronto, Halifax, St. John, N.B., Charlottetown, Winnipeg, and Victoria, B.C.; provided always, that the Directors shall have power to reject any proposed subscription which it shall seem to them inexpedient to accept.

3. As soon as five million dollars of the stock of the Company have been subscribed, and thirty per centum thereof paid up, and upon the deposit with the Minister of Finance of the Dominion of one million dollars in money, or in securi-

ties approved by the Governor in Council, for the purpose and upon the conditions in the foregoing contract provided, the said contract shall become and be transferred to the Company, without the execution of any deed or instrument in that behalf; and the Company shall, thereupon, become and be vested with all the rights of the contractors named in the said contract, and shall be subject to, and liable for, all their duties and obligations, to the same extent and in the same manner as if the said contract had been executed by the said Company instead of by the said contractors; and thereupon the said contractors, as individuals, shall cease to have any right or interest in the said contract, and shall not be subject to any liability or responsibility under the terms thereof otherwise than as members of the corporation hereby created. And upon the performance of the said conditions respecting the subscription of stock, the partial payment thereof, and the deposit of one million dollars to the satisfaction of the Governor in Council, the publication by the Secretary of State in the *Canada Gazette*, of a notice that the transfer of the contract to the Company has been effected and completed shall be conclusive proof of the fact. And the Company shall cause to be paid up on or before the first day of May next, a further instalment of twenty per centum upon the said first subscription of five million dollars, of which call thirty days' notice by circular mailed to each shareholder shall be sufficient. And the Company shall call in, and cause to be paid up, on or before the 31st day of December, 1882, the remainder of the said first subscription of five million dollars.

4. All the franchises and powers necessary or useful to the Company to enable them to carry out, perform, enforce, use, and avail themselves of every condition, stipulation, obligation, duty, right, remedy, privilege, and advantage agreed upon, contained, or described in the said contract, are hereby conferred upon the Company. And the enactment of the special provisions hereinafter contained shall not be held to impair or derogate from the generality of the franchises so hereby conferred upon them.

DIRECTORS.

5. The said Sir William P. Howland, James McLaren, John Carruthers, William Hendrie, D. Macfie, K. Chisholm, P. Larkin, William D. Lovitt, George A. Cox, and Alexander Gibson, are hereby constituted the first Directors of the Company, with power to add to their number, but so that the Directors shall not in all exceed fifteen in number; and the majority of the Directors, of whom the President shall be one, shall be British subjects. And the Board of Directors so constituted shall have all the powers hereby conferred upon the Directors of the Company, and they shall hold office until the first annual meeting of the shareholders of the Company.

6. Each of the Directors of the Company, hereby appointed, or hereafter appointed or elected, shall hold at least two hundred and fifty shares of the stock of the Company. But the number of Directors to be hereafter elected by the shareholders shall be such, not exceeding fifteen, as shall be fixed by by-law, and subject to the same conditions as the Directors appointed by, or under the authority of, the last preceding section; the number thereof may be hereafter altered from time to time in like manner. The votes for their election shall be by ballot.

7. A majority of the Directors shall form a quorum of the Board, and until otherwise provided by by-law, Directors may vote and act by proxy, such proxy to be held by a Director only; but no Director shall hold more than two proxies, and no meeting of Directors shall be competent to transact business unless at least three Directors are present thereat in person, the remaining number of Directors required to form a quorum being represented by proxies.

8. The Board of Directors may appoint from out of their number an Executive Committee, composed of at least three Directors, for the transaction of the ordinary business of the Company, with such powers and duties as shall be fixed by the by-laws; and the President shall be *ex-officio* a member of such committee.

9. The chief place of business of the Company shall be at the City of Montreal, but the Company may from time to time, by by-law, appoint and fix other places

within or beyond the limits of Canada at which the business of the Company may be transacted; and at which the Directors or shareholders may meet, when called as shall be determined by the by-laws. And the Company shall appoint and fix by by-law, at least one place in each Province or Territory through which the Railway shall pass, where service of process may be made upon the Company, in respect of any cause of action arising within such Province or Territory; and may afterwards from time to time, change such place by by-law. And a copy of any by-law fixing or changing any such place, duly authenticated as herein provided, shall be deposited by the Company in the office, at the seat of Government of the Province or Territory to which such by-law shall apply, of the Clerk or Prothonotary of the highest, or one of the highest, Courts of civil jurisdiction of such Province or Territory. And if any cause of action shall arise against the Company within any Province or Territory, and any writ or process be issued against the Company thereon out of any Court in such Province or Territory, service of such process may be validly made upon the Company at the place within such Province or Territory so appointed and fixed; but if the Company fail to appoint and fix such place, or to deposit as hereinbefore provided, the by-law made in that behalf, any such process may be validly served upon the Company, at any of the stations of the said Railway within such Province or Territory.

SHAREHOLDERS.

10. The first annual meeting of the shareholders of the Company, for the appointment of Directors, shall be held on the second Wednesday in May, 1882, at the principal office of the Company, in Montreal; and the annual general meeting of shareholders, for the election of Directors and the transaction of business generally, shall be held on the same day in each year thereafter at the same place unless otherwise provided by the by-laws. And notice of each of such meetings shall be given by the publication thereof in the *Canada Gazette* for four weeks, and by such further means as shall from time to time be directed by the by-laws.

11. Special general meetings of the shareholders may be convened in such manner as shall be provided by the by-laws. And except as hereinafter provided, notice of such meetings shall be given in the same manner as notices of annual general meetings, the purposes for which such meeting is called being mentioned in the notices thereof: and, except as hereinafter provided, all such meetings shall be held at the chief place of business of the Company.

12. If at any time before the first annual meeting of the shareholders of the Company, it should become expedient that a meeting of the Directors of the Company, or a special general meeting of the shareholders of the Company, should be held, before such meeting can conveniently be called, and notice thereof given in the manner provided by this Act, or by the by-laws; or before by-laws in that behalf have been passed; and at a place other than at the chief place of business of the Company in Montreal before the enactment of a by-law authorizing the holding of such meeting elsewhere; it shall be lawful for the President, or for any three of the Directors of the Company, to call special meetings either of Directors or of shareholders, or of both, to be held at the City of London in England, at times and places respectively, to be stated in the notices to be given of such meetings respectively. And notices of such meetings may be validly given by a circular mailed to the ordinary address of each Director or shareholder, as the case may be, in time to enable him to attend such meeting, stating in general terms the purpose of the intended meeting. And in the case of a meeting of shareholders, the proceedings of such meeting shall be held to be valid and sufficient, and to be binding on the Company in all respects, if every shareholder of the Company be present thereat in person or by proxy: notwithstanding that notice of such meeting shall not have been given in the manner required by this Act.

13. No shareholder holding shares upon which any call is overdue and unpaid shall vote at any meeting of shareholders. And unless otherwise provided by the by-laws, the person holding the proxy of a shareholder shall be himself a shareholder.

14. No call upon unpaid shares shall be made for more than twenty per centum upon the amount thereof.

RAILWAY AND TELEGRAPH LINE.

15. The Company may lay out, construct, acquire, equip, maintain and work a continuous line of Railway, of the gauge of four feet eight and one-half inches; which Railway shall extend from the terminus of the Canada Central Railway near Lake Nipissing, known as Callander Station, to Port Moody, in the Province of British Columbia; and also, a branch line of railway from some point on the main line of Railway to Fort William on Thunder Bay; and also the existing branch line of Railway from Selkirk in the Province of Manitoba to Pembina in the said Province; and also other branches to be located by the Company from time to time as provided by the said contract; the said branches to be of the gauge aforesaid; and the said main line of Railway shall be commenced and completed as provided by the said contract; and together with such other branch lines as shall be hereafter constructed by the said Company, and any extension of the said main line of Railway that shall hereafter be constructed or acquired by the Company, shall constitute the line of Railway hereinafter called THE CANADIAN PACIFIC RAILWAY.

16. The Company may construct, maintain and work a continuous telegraph line and telephone lines throughout and along the whole line of the Canadian Pacific Railway, or any part thereof, and may also construct or acquire by purchase, lease or otherwise, any other line or lines of telegraph connecting with the line so to be constructed along the line of said Railway, and may undertake the transmission of messages for the public by any such line or lines of telegraph or telephone, and collect tolls for so doing; or may lease such line or lines of telegraph or telephone, or any portion thereof; and, if they think proper to undertake the transmission of messages for hire, they shall be subject to the provisions of the fourteenth, fifteenth and sixteenth sections of chapter sixty-seven of the Consolidated Statutes of Canada. And they may use any improvement that may hereafter be invented (subject to the rights of patentees) for telegraphing or telephoning, and any other means of communication that may be deemed expedient by the Company at any time hereafter.

POWERS.

17. "The Consolidated Railway Act, 1879," in so far as the provisions of the same are applicable to the undertaking authorized by this charter, and in so far as they are not inconsistent with or contrary to the provisions hereof, and save and except as hereinafter provided, is hereby incorporated herewith.

18. As respects the said Railway, the seventh section of "*The Consolidated Railway Act*, 1879," relating to *Powers*, and the eighth section thereof relating to *Plans and Surveys*, shall be subject to the following provisions:—

a. The Company shall have the right to take, use and hold the beach and land below high water mark, in any stream, lake, navigable water, gulf or sea, in so far as the same shall be vested in the Crown and shall not be required by the Crown, to such extent as shall be required by the Company for its railway and other works, and as shall be exhibited by a map or plan thereof deposited in the office of the Minister of Railways. But the provisions of this sub-section shall not apply to any beach or land lying east of Lake Nipissing except with the approval of the Governor in Council.

b. It shall be sufficient that the map or plan and book of reference for any portion of the line of the Railway, not being within any district or county for which there is a Clerk of the Peace, be deposited in the office of the Minister of Railways of Canada, and any omission, mis-statement or erroneous description of any lands therein may be corrected by the Company, with the consent of the Minister and certified by him; and the Company may then make the Railway in accordance with such certified correction.

c. The eleventh sub-section of the said eighth section of the Railway Act shall not apply to any portion of the Railway passing over ungranted lands of the Crown, or lands not within any surveyed township in any Province; and in such places, deviations not exceeding five miles from the line shown on the map or plan as aforesaid, deposited by the Company, shall be allowed, without any formal correction or certificate; and any further deviation that may be found expedient may be authorized by order of the Governor in Council, and the Company may then make their Railway in accordance with such authorized deviation.

d. The map or plan and book of reference of any part of the main line of the Canadian Pacific Railway made and deposited in accordance with this section, after approval by the Governor in Council, and of any branch of such Railway hereafter to be located by the said Company in respect of which the approval of the Governor in Council shall not be necessary, shall avail as if made and deposited as required by the said "*Consolidated Railway Act*, 1879," for all the purposes of the said Act, and of this Act; and any copy of, or extract therefrom, certified by the said Minister or his deputy, shall be received as evidence in any court of law in Canada.

e. It shall be sufficient that a map or profile of any part of the completed Railway which shall not lie within any county or district having a registry office, be filed in the office of the Minister of Railways.

19. It shall be lawful for the Company to take from any public lands adjacent to or near the line of the said railway, all stone, timber, gravel and other materials which may be necessary or useful for the construction of the Railway; and also to lay out and appropriate to the use of the Company, a greater extent of lands, whether public or private, for stations, depots, workshops, buildings, side-tracks, wharves, harbors and roadway, and for establishing screens against snow, than the breadth and quantity mentioned in "*The Consolidated Railway Act*, 1879," such greater extent taken, in any case, being allowed by the Government, and shown on the maps or plans deposited with the Minister of Railways.

20. The limit to the reduction of tolls by the Parliament of Canada provided for by the eleventh sub-section of the 17th section of the "*Consolidated Railway Act*, 1879," respecting TOLLS, is hereby extended, so that such reduction may be to such an extent that such tolls when reduced shall not produce less than ten per cent. per annum profit on the capital actually expended in the construction of the Railway instead of not less than fifteen per cent. per annum profit, as provided by the said sub-section; and so also that such reduction shall not be made unless the net income of the Company, ascertained as described in said sub-section, shall have exceeded ten per cent. per annum instead of fifteen per cent. per annum as provided by the said sub-section.

21. The first and second sub-sections of section 22 of the "*Consolidated Railway Act*, 1879," shall not apply to the Canadian Pacific Railway Company; and it is hereby enacted that the transfer of shares in the undertaking shall be made only upon the books of the Company in person or by attorney, and shall not be valid unless so made; and the form and mode of transfer shall be such as shall be from time to time regulated by the by-laws of the Company. And the funds of the Company shall not be used in any advance upon the security of any of the shares or stock of the Company.

22. The third and fourth sub-sections of said section 22 of the Consolidated Railway Act of 1879 shall be subject to the following provisions, namely, that if before the completion of the Railway and works under the said contract, any transfer should purport to be made of any stock or share in the Company, or any transmission of any share should be effected under the provisions of said sub-section four, to a person not a shareholder in the Company; and if in the opinion of the Board it should not be expedient that the person (not being already a shareholder) to whom such transfer or transmission shall be made or effected should be accepted as a shareholder; the Directors may by resolution veto such transfer or transmission; and thereafter, and until after the completion of the said Railway and works under the said contract, such person shall not be, or be recognized as a shareholder in the Company; and the original shareholder, or his estate, as the case may be, shall remain

subject to all the obligations of a shareholder in the Company, with all the rights conferred upon a shareholder under this Act. But any firm holding paid-up shares in the Company may transfer the whole or any of such shares to any partner in such firm having already an interest as such partner in such shares, without being subject to such veto. And in the event of such veto being exercised, a note shall be taken of the transfer or transmission so vetoed in order that it may be recorded in the books of the Company after the completion of the Railway and works as aforesaid: But until such completion, the transfer or transmission so vetoed shall not confer any rights, nor have any effect of any nature or kind whatever as respects the Company.

23. Sub-section sixteen of section nineteen, relating to PRESIDENT AND DIRECTORS, THEIR ELECTION AND DUTIES; sub-section two of section twenty-four, relating to BY-LAWS, NOTICES, &C.; sub-sections five and six of section twenty-eight, relating to GENERAL PROVISIONS, and section ninety-seven, relating to RAILWAY FUND, of the "*Consolidated Railway Act*," 1879, shall not, nor shall any of them apply to the Canadian Pacific Railway or to the Company hereby incorporated.

24. The said Company shall afford all reasonable facilities to the Ontario Pacific Junction Railway Company when their Railway shall be completed to a point of junction with the Canadian Pacific Railway; and to the Canada Central Railway Company, for the receiving, forwarding, and delivering of traffic upon and from the railways of the said Companies, respectively; and for the return of carriages, trucks, and other vehicles; and no one of the said Companies shall give or continue any preference or advantage to, or in favor of either of the others, or of any particular description of traffic, in any respect whatsoever; nor shall any one of the said Companies subject any other thereof, or any particular description of traffic, to any prejudice or disadvantage in any respect whatever; and any one of the said Companies which shall have any terminus or station near any terminus or station of either of the others, shall afford all reasonable facilities for receiving and forwarding all the traffic arriving by either of the others, without any unreasonable delay, and without any preference or advantage, or prejudice or disadvantage; and so that no obstruction may be offered in the using of such Railway as a continuous line of communication; and so that all reasonable accommodation may at all times, by the means aforesaid, be mutually afforded by and to the said several railway companies; and the said Canadian Pacific Railway Company shall receive and carry all freight and passenger traffic shipped to or from any point on the railway of either of the said above-named railway companies passing over the Canadian Pacific Railway or any part thereof, at the same mileage rate, and subject to the same charges for similar services; without granting or allowing any preference or advantage to the traffic coming from or going upon one of such railways over such traffic coming from or going upon the other of them, reserving, however, to the said Canadian Pacific Railway Company the right of making special rates for purchasers of land, or for emigrants or intending emigrants, which special rates shall not govern or affect the rates of passenger traffic as between the said Company and the said two above-named Companies, or either of them. And any agreement made between any two of the said companies contrary to the foregoing provisions, shall be unlawful, null and void.

25. The Company, under the authority of a special general meeting of the shareholders thereof; and as an extension of the Railway hereby authorized to be constructed; may purchase or acquire by lease or otherwise, and hold and operate, the Canada Central Railway, or may amalgamate therewith, and may purchase or acquire by lease or otherwise and hold and operate a line or lines of railway from the city of Ottawa to any point at navigable water on the Atlantic seaboard or to any intermediate point, or may acquire running powers over any railway now constructed between Ottawa and any such point or intermediate point. And the Company may purchase or acquire any such railway subject to such existing mortgages, charges or liens thereon as shall be agreed upon; and shall possess with regard to any lines of railway so purchased, or acquired, and becoming the property of the Company, the same powers as to the issue of bonds thereon, or on any of them, to an amount not exceeding

twenty thousand dollars per mile; and as to the security for such bonds, as are conferred upon the Company by the twenty-seventh section hereof, in respect of bonds to be issued upon the Canadian Pacific Railway. But such issue of bonds shall not affect the right of any holder of mortgages or other charges already existing upon any line of railway so purchased or acquired; and the amount of bonds hereby authorized to be issued upon such line of railway shall be diminished by the amount of such existing mortgages or charges thereon.

26. The Company shall have power and authority to erect and maintain docks, dockyards, wharves, slips and piers at any point on or in connection with the said Canadian Pacific Railway, and at all the termini thereof on navigable water, for the convenience and accommodation of vessels and elevators; and also to acquire and work elevators, and to acquire, own, hold, charter, work, and run, steam and other vessels for cargo and passengers upon any navigable water which the Canadian Pacific Railway may reach or connect with.

BY-LAWS.

27. The by-laws of the Company may provide for the remuneration of the President and Directors of the Company, and of any executive committee of such Directors, and for the transfer of stock on shares, the registration and inscription of stock, shares, and bonds, and the transfer of registered bonds, and the payment of dividends and interest, at any place or places within or beyond the limits of Canada, and for all other matters required by the said contract or by this Act to be regulated by by-laws. But the by-laws of the Company made as provided by law shall in no case have any force or effect after the next general meeting of the shareholders, which shall be held after the passage of such by-laws, unless they are approved by such meeting.

BONDS.

28. The Company, under the authority of a special general meeting of the shareholders called for the purpose, may issue mortgage bonds to the extent of ten thousand dollars per mile of the Canadian Pacific Railway for the purposes of the undertaking authorized by the present Act; which issue shall constitute a first mortgage and privilege upon the said railway constructed or acquired, and to be thereafter constructed or acquired, and upon its property, real and personal, acquired and to be thereafter acquired, including rolling stock and plant; and upon its tolls and revenues (after deduction from such tolls and revenues of working expenses); and upon the franchises of the Company; the whole as shall be declared and described as so mortgaged in any deed of mortgage as hereinafter provided. Provided always, however, that if the Company shall have issued, or shall intend to issue land grant bonds under the provisions of the thirtieth section hereof, the land granted and to be granted by the Government to the Company may be excluded from the operation of such mortgage and privilege: and provided also that such mortgage and privilege shall not attach upon any property which the Company are hereby, or by the said contract, authorized to acquire or receive from the Government of Canada until the same shall be conveyed by the Government to the Company; but shall attach upon such property, if so declared in such deed, as soon as the same shall be conveyed to the Company. And such mortgage and privilege may be evidenced by a deed or deeds of mortgage executed by the Company, with the authority of its shareholders expressed by a resolution passed at such special general meeting; and any such deed may contain such description of the property mortgaged by such deed, and such conditions respecting the payment of the bonds secured thereby and of the interest thereon, and the remedies which shall be enjoyed by the holders of such bonds or by any trustee or trustees for them in default of such payment, and the enforcement of such remedies, and may provide for such forfeitures and penalties, in default of such payment, and, as may be approved by such meeting; and may also contain, with the approval aforesaid, authority to the trustee or trustees, upon such default, as one

of such remedies, to take possession of the Railway and property mortgaged, and to hold and run the same for the benefit of the bondholders thereof for a time to be limited by such deed; or to sell the said Railway and property, after such delay, and upon such terms and conditions as may be stated in such deed; and with like approval any such deed may contain provisions to the effect that upon such default and upon such other conditions as shall be described in such deed, the right of voting possessed by the shareholders of the Company, and by the holders of preferred stock therein, or by either of them, shall cease and determine, and shall thereafter appertain to the bondholders, or to them and to the holders of the whole or of any part of the preferred stock of the Company, as shall be declared by such deed; and such deed may also provide for the conditional or absolute cancellation after such sale of any or all of the shares so deprived of voting power; or of any or all of the preferred stock of the Company, or both; and may also, either directly by its terms, or indirectly by reference to the by-laws of the Company, provide for the mode of enforcing and exercising the powers and authority to be conferred and defined by such deed, under the provisions hereof. And such deed, and the provisions thereof made under the authority hereof, and such other provisions thereof as shall purport (with like approval) to grant such further and other powers and privileges to such trustee or trustees and to such bondholders, as are not contrary to law or to the provisions of this Act, shall be valid and binding. But if any change in the ownership or possession of the said Railway and property shall at any time take place under the provisions hereof, or of any such deed, or in any other manner, the said Railway and property shall continue to be held and operated under the provisions hereof, and of the Consolidated Railway Act of 1879 as hereby modified. And if the Company does not avail itself of the power of issuing bonds secured upon the land grant alone as hereinafter provided, the issue of bonds hereby authorized may be increased to any amount not exceeding twenty thousand dollars per mile of the said Canadian Pacific Railway.

29. If any bond issue be made by the Company under the last preceding section before the said Railway is completed according to the said contract, a proportion of the proceeds of such bonds, or a proportion of such bonds if they be not sold, corresponding to the proportion of the work contracted for then remaining incomplete, shall be received by the Government, and shall be held, dealt with and, from time to time, paid over by the Government to the Company upon the same conditions, in the same manner and according to the same proportions as the proceeds of the bonds, the issue of which is contemplated by sub-section *d* of clause 9 of the said contract, and by the thirty-first section hereof.

30. The Company may also issue mortgage bonds to the extent of twenty-five million dollars upon the lands granted in aid of the said Railway and of the undertaking authorized by this Act; such issue to be made only upon similar authority to that required by this Act for the issue of bonds upon the Railway; and when so made such bonds shall constitute a first mortgage upon such lands, and shall attach upon them when they shall be granted, if they are not actually granted at the time of the issue of such bonds. And such mortgage may be evidenced by a deed or deeds of mortgage to be executed under like authority to the deed securing the issue of bonds on the Railway; and such deed or deeds under like authority may contain similar conditions and may confer upon the trustee or trustees named thereunder and upon the holders of the bonds secured thereby, remedies, authority, power and privileges, and may provide for forfeitures and penalties, similar to those which may be inserted and provided for under the provisions of this Act in any deed securing the issue of bonds on the Railway, together with such other provisions and conditions not inconsistent with law or with this Act as shall be so authorized. And such bonds may be styled Land Grant Bonds, and they and the proceeds thereof shall be dealt with in the manner provided in the said contract.

31. The Company may, in the place and stead of the said land grant bonds, issue bonds under the twenty-eighth section hereof, to such amount as they shall agree with the Government to issue, with the interest guaranteed by the Government as

provided for in the said contract; such bonds to constitute a mortgage upon the property of the Company and its franchises acquired and to be thereafter acquired—including the main line of the Canadian Pacific Railway, and the branches thereof hereinbefore described, with the plant and rolling stock thereof acquired and to be thereafter acquired, but exclusive of such other branches thereof and of such personal property as shall be excluded by the deed of mortgage to be executed as security for such issue. And the provisions of the said twenty-eighth section shall apply to such issue of bonds, and to the security which may be given for the payment thereof, and they and the proceeds thereof shall be dealt with as hereby and by the said contract provided.

32. It shall not be necessary to affix the seal of the Company to any mortgage bond issued under the authority of this Act; and every such bond issued without such seal shall have the same force and effect; and be held, treated and dealt with by all courts of law and of equity as if it were sealed with the seal of the Company. And if it is provided by the mortgage deed executed to secure the issue of any bonds, that any of the signatures to such bonds or to the coupons thereto appended, may be engraved, stamped or lithographed thereon; such engraved, stamped or lithographed signatures shall be valid and binding on the Company.

33. The phrase "working expenses" shall mean and include all expenses of maintenance of the railway, and of the stations, buildings, works and conveniencies belonging thereto, and of the rolling and other stock and movable plant used in the working thereof, and also all such tolls, rents or annual sums as may be paid in respect of the hire of engines, carriages or waggons let to the Company; also, all rent, charges, or interest on the purchase money of lands belonging to the Company, purchased but not paid for, or not fully paid for; and also all expenses of and incidental to, working the railway and the traffic thereon, including stores and consumable articles; also rates, taxes, insurance and compensation for accidents or losses; also all salaries and wages of persons employed in and about the working of the railway and traffic, and all office and management expenses, including directors' fees, agency, legal and other like expenses.

34. The bonds authorized by this Act to be issued upon the Railway or upon the lands to be granted to the Company, or both, may be so issued in whole or in part in the denomination of dollars, pounds sterling, or francs, or in any or all of them, and the coupons may be for payment in denominations similar to those of the bond to which they are attached. And the whole or any of such bonds may be pledged, negotiated or sold upon such conditions and at such price as the Board of Directors shall from time to time determine. And provision may be made by the by-laws of the Company, that after the issue of any bond, the same may be surrendered to the Company by the holder thereof, and the Company may, in exchange therefor, issue to such holder inscribed stock of the Company, which inscribed stock may be registered or inscribed at the chief place of business of the Company or elsewhere, in such manner, with such rights, liens, privileges and preferences, at such place, and upon such conditions, as shall be provided by the by-laws of the Company.

35. It shall not be necessary, in order to preserve the priority, lien, charge, mortgage or privilege, purporting to appertain to or be created by any bond issued or mortgage deed executed under the provisions of this Act, that such bond or deed should be enregistered in any manner, or in any place whatever. But every such mortgage deed shall be deposited in the office of the Secretary of State, of which deposit notice shall be given in the *Canada Gazette*. And in like manner any agreement entered into by the Company, under section thirty-four of this Act, shall also be deposited in the said office. And a copy of any such mortgage deed, or agreement, certified to be a true copy by the Secretary of State or his deputy, shall be received as *primâ facie* evidence of the original in all courts of justice, without proof of the signatures or seal upon such original.

36. If, at any time, any agreement be made by the Company with any persons intending to become bondholders of the Company; or be contained in any mortgage deed executed under the authority of this Act; restricting the issue of bonds by the Com-

pany, under the powers conferred by this Act; or defining or limiting the mode of exercising such powers, the Company, after the deposit thereof with the Secretary of State as hereinbefore provided, shall not act upon such powers otherwise than as defined, restricted and limited by such agreement. And no bond thereafter issued by the Company, and no order, resolution or proceeding thereafter made, passed or had by the Company, or by the Board of Directors, contrary to the terms of such agreement, shall be valid or effectual.

37. The Company may, from time to time, issue guaranteed or preferred stock at such price, to such amount, not exceeding ten thousand dollars per mile, and upon such conditions as to the preferences and privileges appertaining thereto, or to different issues or classes thereof, and otherwise, as shall be authorized by the majority in value of the shareholders present in person or represented by proxy at any annual meeting or at any special general meeting thereof called for the purpose,—notice of the intention to propose such issue at such meeting being given in the notice calling such meeting. But the guarantee or preference accorded to such stock shall not interfere with the lien, mortgage and privilege attaching to bonds issued under the authority of this Act. And the holders of such preferred stock shall have such power of voting at meetings of shareholders, as shall be conferred upon them by the by-laws of the Company.

EXECUTION OF AGREEMENTS.

38. Every contract, agreement, engagement, scrip certificate or bargain made, and every bill of exchange drawn, accepted or endorsed, and every promissory note and cheque made, drawn or endorsed on behalf of the Company, by any agent, officer or servant of the Company, in general accordance with his powers as such under the by-laws of the Company, shall be binding upon the Company; and in no case shall it be necessary to have the seal of the Company affixed to any such bill, note, cheque, contract, agreement, engagement, bargain, or scrip certificate, or to prove that the same was made, drawn, accepted or endorsed, as the case may be, in pursuance of any by-law or special vote or order; nor shall the party so acting as agent, officer or servant of the Company be subjected individually to any liability, whatsoever, to any third party therefor: Provided always, that nothing in this Act shall be construed to authorize the Company to issue any note payable to the bearer thereof, or any promissory note intended to be circulated as money, or as the note of a bank, or to engage in the business of banking or insurance.

GENERAL PROVISIONS.

39. The Company shall, from time to time, furnish such reports of the progress of the work, with such details and plans of the work, as the Government may require.

40. As respects places not within any Province, any notice required by the Consolidated Railway Act, 1879, to be given in the "Official Gazette" of a Province, may be given in the *Canada Gazette*.

41. Deeds and conveyances of lands to the Company for the purposes of this Act (not being letters patent from the Crown) may, in so far as circumstances will admit, be in the form following, that is to say:—

"Know all men by these presents, that I, A. B., in consideration of paid to me by the Canadian Pacific Railway Company, the receipt whereof is hereby acknowledged, grant, bargain, sell and convey unto the said the Canadian Pacific Railway Company, their successors and assigns, all that tract or parcel of land (*describe the land*) to have and to hold the said land and premises unto the said Company, their successors and assigns for ever.

"Witness my hand and seal, this day of one thousand eight hundred and

"Signed, sealed and delivered in presence of } A. B. [L.S.]

"C. D.
"E. F."

or in any other form to the like effect. And every deed made in accordance herewith shall be held and construed to impose upon the vendor executing the same the obligation of guaranteeing the Company and its assigns against all dower and claim for dower, and against all hypothecs and mortgages and against all liens and charges whatsoever, and also that he has a good, valid and transferable title thereto.

(23*n*)

RETURN of telegrams and letters received from Bank Managers, announcing deposits received and held on account from certain persons offering to construct the Canadian Pacific Railway.

By Telegraph from Toronto.

MONTREAL TELEGRAPH COMPANY, OTTAWA, 17th January, 1881.

SIR,—I beg to certify that Messrs. William Hendrie, John Stuart, John Proctor, A. T. Wood, H. H. Cook, Peleg Howland and Sir W. P. Howland, on behalf of Sir William P. Howland, themselves and others, who have made a tender to you for the construction and working of the Canadian Pacific Railway, have deposited with the Canadian Bank of Commerce the sum of five hundred thousand dollars ($500,000), which is held as part security that the contractors will, if their offer is accepted and the charter granted, deposit with the Government one million dollars ($1,000,000), as proposed in the tender.

W. N. ANDERSON,
General Manager, Canadian Bank of Commerce.

Hon. Sir CHARLES TUPPER,
Minister of Railways and Canals.

THE CANADIAN BANK OF COMMERCE, TOTONTO, 17th January, 1881.

SIR,—I have now the honor to confirm my telegraphic message to you of this date, reading thus:—

"I beg to certify that Messrs. William Hendrie, John Stuart, John Proctor, A. T. Wood, H. H. Cook, Peleg Howland and Sir W. P. Howland, on behalf of Sir William P. Howland, themselves and others, who have made a tender to you for the construction and working of the Canadian Pacific Railway, have deposited with the Canadian Bank of Commerce the sum of five hundred thousand dollars ($500,000), which is held as part security that the contractors will, if their offer is accepted and the charter granted, deposit with the Government one million dollars ($1,000,000), as proposed in the tender."

I have the honor to be, Sir, your most obedient servant,
W N. ANDERSON,
General Manager, Canadian Bank of Commerce.

Hon. Sir CHARLES TUPPER,
Minister of Railways and Canals.

By Telegraph from Woodstock.

(No. 188.—Time 5.00.) OTTAWA, 17th January, 1881.

I beg to certify that Colonel John Walker and Daniel Macfie, on behalf of Sir William P. Howland, themselves and others, who have made a tender to you for the construction and working of the Canadian Pacific Railway, have deposited with the

Molson's Bank at London, Ontario, the sum of seventy-five thousand dollars, which is held as security that the contractors will, if their offer be accepted and the charter granted, deposit with the Government one million dollars as proposed in the tender. Also, that the said above mentioned John Walker has deposited with the said bank a further sum of seventy-five thousand dollars in his own name for the said above recited purpose, making in all a sum of one hundred thousand dollars; written undertakings to above effect have been sent to you by messenger this afternoon.

JOSEPH JEFFERY,
Manager, Molson's Bank, London.

Sir CHARLES TUPPER,
Minister of Railways and Canals.

THE FEDERAL BANK OF CANADA, KINGSTON, 17th January, 1881.

SIR,—I telegraphed you this morning a copy of a letter *re* new Pacific Railway Syndicate, the original I enclose herewith.

Yours respectfully,
THOS. Y. GREET, *Manager.*

Hon. Sir CHARLES TUPPER,
Minister of Railways and Canals.

17th January, 1881.

SIR,—I beg to certify that Mr. John Carruthers, on behalf of Sir William P. Howland, himself and others, who have made a tender to you for the construction and working of the Canadian Pacific Railway, has deposited with the branch of the Federal Bank of Canada, Kingston, the sum of one hundred thousand dollars ($100,000), which is held as security that the contractors will, if their offer is accepted and the charter granted, deposit with the Government one million dollars, as proposed in the tender.

THOS. Y. GREET,
Manager, Federal Bank, Kingston.

Hon. Sir CHARLES TUPPER,
Minister of Railways and Canals.

By Telegraph from Kingston.

DOMINION TELEGRAPH COMPANY, OTTAWA, 17th January, 1881.

Copy of letter mailed to you to-day. Sir, I beg to certify that Mr. John Carruthers, on behalf of Sir William P. Howland, himself and others, who have made a tender to you for the construction and working of the Canadian Pacific Railway, has deposited with the branch of the Federal Bank of Canada, Kingston, the sum of one hundred thousand dollars, which is held as security that the contractors will, if their offer is accepted and the charter granted, deposit with the Government one million dollars, as proposed in the tender.

THOS. Y. GREET,
Manager, Federal Bank, Kingston.

The Hon. Sir CHARLES TUPPER.

BANK OF OTTAWA, OTTAWA, 17th January, 1881.

SIR,—I beg to certify that James McLaren, Esq., on behalf of Sir William P. Howland, himself and others, who have made a tender to you for the construction and working of the Canadian Pacific Railway, has deposited with the Bank of Ottawa the sum of one hundred thousand dollars, which is held as security that the contractors

will, if their offer is accepted and the charter granted, deposit with the Government one million dollars, as proposed in the tender.

I remain, Sir, your obedient servant,

GEO. BURN, *Cashier.*

Hon. Sir CHARLES TUPPER,
Minister of Railways and Canals.

OTTAWA, 17th January, 1881.

SIR,—I beg to certify that Mr. Alexander Gibson, on behalf of Sir William Howland, himself and others, who have made a tender to you for the construction and working of the Canadian Pacific Railway, has deposited with the Bank of British North America five hundred thousand dollars ($500,000), which is held as security that the contractors will, if their offer is accepted and the charter granted, deposit with the Government one million dollars, as proposed in the tender.

I have the honor to be, your obedient servant,

W. D. CHAMBERS,
Manager, Bank of British North America.

Hon. Sir CHARLES TUPPER,
Minister of Railways and Canals.

QUEBEC BANK, OTTAWA, 17th January, 1881.

SIR,—I beg to certify that Mr. Allan Gilmour, on behalf of himself and others, who have made a tender to you for the construction and working of the Pacific Railway, has deposited with the Quebec Bank here one hundred thousand dollars, which is held as security that the contractors will, if their offer is accepted and the charter granted, deposit with the Government one million dollars, as proposed in the tender.

I am, Sir, yours respectfully,

H. V. NOEL, *Manager.*

Hon. Sir CHARLES TUPPER, C.B., K.C.M.G.,
Minister of Railways and Canals.

BANK OF OTTAWA, OTTAWA, 18th January, 1881.

SIR,—I beg to certify that Messrs. Barnet and Mackay, on behalf of Sir William P. Howland, themselves and others, who have made tender to you for the construction and working of the Canadian Pacific Railway, have deposited with the Bank of Ottawa the sum of twenty thousand dollars, which is held as security that the contractors will, if their offer is accepted and the charter granted, deposit with the Government one million dollars, as proposed in the tender.

I remain, Sir, your obedient servant,

GEO. BURN, *Cashier,*
Per W. JAS. CHRISTIE, *Accountant.*

Hon. Sir CHARLES TUPPER,
Minister of Railways and Canals.

RETURN

(23*o*)

To an ORDER OF THE HOUSE OF COMMONS, dated 16th December, 1880; for copies of all Statements, Evidence, or Information on which the Government based their judgment in accepting the Union Pacific Railway as the same was when first constructed, as the standard regulating the quality and character of the proposed Canadian Pacific Railway, its materials and equipment, and of any detailed estimate which has been made by any officer of the Government, as to the cost of the works under progress and to be constructed by the Government, and of those to be constructed by the projected Company, according to such standard.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
13th January, 1881.

UNION PACIFIC RAILROAD.

Letter from the Secretary of the Interior, transmitting Reports in relation to the Union Pacific Railroad, 27th January, 1874, referred to the Committee on the Pacific Railroad and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
WASHINGTON, D.C., 26th January, 1874.

SIR,—In answer to House resolution of the 21st instant, calling for copies of Reports of Commissioners under the Pacific Railroad Act, I have the honor to transmit herewith a copy of each of the following papers, which, I am informed by the mover of the resolution, are those desired, viz:

1. Letter addressed to the Department on the 13th September, 1872, by James F. Wilson, J. H. Millard, David S. Ruddock, and John C.S. Harrison, four (of the five) Government directors of the Union Pacific Railroad Company, and Horace F. Clark, the then president of said company.

2. Report of said Government directors on said company's road, undated, but received 23rd December, 1872.

3. Report of James F. Wilson and J. H. Millard, two (of the five) of said Government directors on said company's road, under date of 1st December, 1873.

I am, Sir, very respectfully, your obedient servant,

C. DELANO, *Secretary.*

Hon. J. G. BLAINE, Speaker of the House of Representatives.

P. S.—I also transmit a printed copy of the report on said company's road, under date of 30th October, 1869, by five "eminent citizens."

C. DELANO, *Secretary.*

(1.)

NEW YORK, 13th September, 1872.

SIR,—On the 3rd day of November, 1869, Hon. J. D. Cox, then Secretary of the Interior, issued an order, a copy of which is hereto attached, suspending the issuance of patents to one-half of the lands to which the Union Pacific Railroad Company was entitled under the legislation of Congress extending aid to said company for the construction of said road.

The company desire to have this order suspended as to the first two hundred miles running west from the Missouri River; and the reason for the issuance of said order having in our judgment passed away, we recommend that said order be suspended as to said two hundred miles, and that patents to the lands be issued to the company in pursuance to the law making the grant.

A part of the Government directors recently passed over the entire line of the road, and will soon report at length the result of their examination.

The foregoing recommendation is made in advance of said report, for the purpose of enabling the company to more readily dispose of its lands, and thus secure the more rapid settlement and improvement of the country along the line of the road.

JAMES F. WILSON,
J. H. MILLARD,
DAVID S. RUDDOCK,
JOHN C. S. HARRISON,
HORACE F. CLARK.

To the Secretary of the Interior.

(2.)

Hon. C. DELANO, Secretary of the Interior.

SIR,—The Act of 2nd July, 1864, in the thirteenth section thereof, provides that "the Government directors shall, from time to time, report to the Secretary of the Interior in answer to any enquiries he may make of them touching the condition, management, and progress of the work, and shall communicate to the Secretary of the Interior at any time such information as should be in the possession of the Department. They shall, as often as may be necessary to a full knowledge of the condition and management of the line, visit all portions of the line of the road, whether built or surveyed."

A visitation of the line of the road was made by three of the Government directors during the month of August last. The entire line was passed over by daylight, and the examination made suggested some subjects of interest, upon which we deem it advisable to report.

The Government has invested in the Union Pacific Railroad $27,237,000 in six per cent. bonds, issued to aid the company in the construction of the road. This is not a gift; but an advance in the nature of a loan, which the law contemplates shall be returned by the company to the Government at some time. Hence the loan secures to the Government a lien upon the road and all property and appurtenances belonging thereto, subordinate only to the first mortgage bonds issued by the company: and further provides that, "after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of the said road shall also be annually applied to the payment thereof," (sec. 6, Act 2nd July, 1862;) and that "one-half the compensation for services rendered for the Government by said companies shall be required to be applied to the payment of the bonds issued by the Government in aid of the construction of said road," (sec. 5, Act 2nd July, 1864.)

The probability of a return to the Government of the amount advanced by it to aid in the construction of the road depends entirely on the condition in which the line and its equipments are kept, and the amount of care, prudence, and foresight exercised in the affairs of the company, including the securing and retention of all business

legitimately belonging to the line, and a wise nurture and development of the resources of the country through which it passes, and the regions tributary thereto.

The Government directors found the road, its equipment, and the appointments necessary to the maintenance thereof in a condition highly satisfactory. Probably no equal number of consecutive miles of railway in the United States can be found in better condition. The efforts then making by the general superintendent to prevent a renewal of the snow blockade will, in our judgment, if he is allowed to perfect them, prove successful and satisfactory. This being assured, and coupled with a proper and legitimate management of the affairs of the corporation, local, general, and financial, we do not doubt the capacity of the road to be equal to all just demands upon it, including the Government lien. Some reforms, however, are necessary to reach this result. A great corporation like this one cannot be directed with that assurance of success which should attend it, with its responsible management removed twelve hundred miles from the head of the field of its operations. The principal office of this corporation should be at the head of the road, and the presence there of a reponsible executive officer should be enforced. Successful management can be attained in no other way. This state of things does not now exist. In its stead the responsible management of affairs, even descending to matters of seeming unimportance, is held in Boston and New York. This ought not to be so. The annual meetings of the company should be held at the head of the road, and there should be located the fully authorized and responsible officers of its local management. The records and accounts of the company should there be kept, to the end that those who are charged with the care of the interest of the Government in affairs of the company may have some one place to look to for information. Then it would be within their power to discharge their duties faithfully and properly; now it is not.

To one subject we desire to call your attention especially. On the 16th day of July, 1868, the following agreement was entered into: "This agreement made this sixteenth day of July, in the year of our Lord one thousand eight hundred and sixty-eight, between the Union Pacific Railway, by its proper officers, of the first part, and Cyrus O. Godfrey and Thomas Wardell, of the State of Missouri, of the second part, witnesseth:

"That the said party of the first part agrees that the party of the second part may prospect, at their own expense, for coal on the whole line of the Union Pacific Railway, its extensions and branches, and open and operate any mine discovered, at their own expense.

"That said railroad company agrees to purchase of said party of the second part all clean, merchantable coal, mined along the line of its road, needed for engines, depots, shops and other purposes of the company, and to pay for the same for the first two years at the rate of six dollars per ton, for the next three years at five dollars per ton, for the four years thereafter at four dollars per ton, and for the six years remaining at three dollars per ton, delivered upon the cars at the mines of said party of the second part, and which shall not be less than ten per cent. added to the cost of the same to the said party of the second part. This contract to be and remain in full force for the full term of fifteen years from the date hereof.

"That the said railroad company agree to facilitate the operations of said party of the second part in prospecting and otherwise, by means of such information as it may possess, and by furnishing free passes on its road to the agents of the party of the second part, not exceeding six in number.

"The said railroad company further agrees to put in switches and the necessary side-tracks, at such points as may be mutually agreed upon, for the accommodation of the business of the said party of the second part.

"That the said party of the second part agree to make all necessary exertions, to increase the demand and consumption of coal by outside parties along the line of said railroad, and to open and operate mines at such points where coal may be discovered by said railroad company, and to expend within the first five years from the date of this agreement, in the purchase and development of mines and mining-lands, and in improvements for the opening and the successful and economical working of the same,

not less than the sum of twenty thousand dollars; also, to furnish for the use of said railroad company good merchantable coal, and to pay all expenses for improvements for loading coal into cars. Any improvements desired by said railroad company in regard to the coal to be used by it shall be at the cost of the railroad company.

"In consideration of their exertions to increase the demand for coal, and the large sum to be expended in improvements, it is further agreed that the party of the second part shall have the right to transport over the said railroad and its branches, for the next fifteen years from the date of this agreement, coal for general consumption at the same freight that will be charged to others; but the said party of the second part shall be entitled (in consideration of the services rendered as herein provided) to a drawback of twenty-five per cent. on all sums charged for transportation of coal.

"The said railroad company agrees to furnish the party of the second part such cars as they may require in the operation of their business, and to transport them as promptly as possible. This agreement to remain in force for fifteen years.

"The coal-lands owned by said party of the first part are hereby leased for the full term of fifteen years to the said party of the second part or their assigns, for the purpose of working the same as may seem to them profitable, said party of the second part to pay, for the first three years, a royalty of twenty-five cents per ton for each ton of coal taken from their lands, excepting always coal taken from entries, air-courses, or passage-ways, for which coal no royalty shall be paid, payment of the same being due and payable monthly. The royalty for the last six years of this lease shall be free, provided the price of coal to the railroad company is reduced to three dollars per ton; if three dollars and twenty five cents per ton or more, then, in that case, the royalty shall be as during the first nine years.

"In witness whereof we have hereunto set our hands and seal the day and year first above mentioned.

"ABNER OWENS,
"*President Union Pacific Railroad.*
"C. O. GODFREY.
"THOMAS WARDELL."

After the execution of this agreement, to wit, on the 21st of November, 1868, an incorporated company was formed, known as the Wyoming Coal Company. To said coal company the above agreement was assigned by the parties thereunto. The capital stock of said company is fixed by its articles of incorporation at $500,000, divided into shares of $100 each. Of this stock it is alleged by members of the Union Pacific Railroad Company that nine-tenths of the whole amount belong to their company. In every way known to us we have endeavored to ascertain the truth or falsity of this allegation. Thus far we have failed. Of one thing, however, we are fully assured, and that is that, regardless of the parties in interest, the contract is a bad one. An examination of its provisions, terms, and conditions will readily disclose these objections to it:—

1. It leases to a single corporation for a term of fifteen years all of the coal-lands belonging to the Union Pacific Railroad Company, and thus establishes a fuel monopoly along the entire line of railway, so far as a supply from said lands is concerned.

2. To make this monopoly complete, and to enable the company to prevent the successful working of coal deposits on lands not belonging to the railroad company, a drawback of twenty-five per cent. is stipulated to be allowed on all coal transported for general consumption under said contract.

3. While the railroad company is bound by the contract to purchase of the coal company "all clean merchantable coal mined along the line of its road needed for engines, depots, shops, and other purposes," the coal company is not required to furnish all the coal needed.

4. The price stipulated to be paid for said coal is exorbitant—the average for the fifteen years being over four dollars per ton at the mine.

5. The railroad company guarantees to the coal company a profit of not less than ten per cent. on the cost of the coal mined, and thus takes upon itself all of the risks of a business over which, so far as we are advised, it has no control.

6. The railroad company is to be at the expense of putting in switches, side-tracks, &c., for the use of this coal company, thus reducing the cost of mining to it, and the more effectually preventing competition from other parties.

And it may here be stated as a fact that will not be disputed, that the vice-president of the railroad company directed the general superintendent of the said company not to allow any side-tracks to be put in at any mines along the line of the road except those of the Wyoming Coal Company.

It is difficult to estimate the injury resulting to all legitimate interests from such a contract. The country through which the Union Pacific Railroad passes needs cheap fuel. Fuel deposits are unlimited and of easy operation. Fuel ought to be cheap. Active competition in its production will assure this. Reasonable and uniform rates of transportation will, if the coal-lands are not held in monopoly, stimulate production and establish competition. This will tend to develop the country along the line of the road and tributary thereto, increase the general and local business of the line, and greatly enhance the probabilities of an ultimate return to the Government of its large investments in the road.

We have tried long and persistently to rid the company of this contract. We have failed to effect this end, and, feeling the great importance of the fuel question to the vast region of country through which the road passes, we deem it our duty to report the facts to you, that the Government may have them in possession, and to the end that some proper remedy may be devised. Since the foregoing part of this report was written, a regular quarterly meeting of the Union Pacific directory has been held in New York. At that meeting we obtained some information not before in our possession. It appeared that the contract above set out was originally entered into for the purpose of forming the basis of the Wyoming Coal Company organization; that the assignment of the contract to that company was a part of the original understanding; that said understanding was carried out as intended, and the stock in the said coal company was subscribed in the proportion of one-tenth by Mr. Wardell, for himself, and nine-tenths by members of the Union Pacific Railroad Company, for the use and benefit of said last-named company. The stock had been never issued, but at the time of the meeting last mentioned an arrangement was made with the coal company for the issuance of the stock in the proportions and to the parties above set forth. The coal company also agreed to an abrogation of the twenty-five per cent. drawback clause contained in said contract, but no steps were taken for a dissolution of the coal company, and the contract still subsists intact, except the drawback, which may still be allowed by special arrangement. We think the entire policy touching the coal lands and interests of the Union Paciic Rrailroad Company unfortunate and unwise, and we cannot give it our approval.

In section six of the Act of July 1, 1862, it is provided that, "after the road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall be annually applied to the payment thereof."

Here arises the important question: Is the road completed: We think it is, within a fair and reasonable signification of the term. In our judgment, it has been completed for a period long enough to embrace the two years ending June 30, 1872. The net earnings of the company for those two years are reported as follows:—

For the year ending June 30, 1871	$3,443,078 78
For the year ending June 30, 1872	3,142,132 14
Total for the two years	6,585,210 92

Five per cent. on this amount would be $329,270.54. But the company claims that, inasmuch as the above shows the net, after merely deducting the operating expenses, and that the interest account should be deducted also. There is some force in this position, so far as the interest on the first-mortgage bonds is concerned, as the

Government subordinated its lien to that of the holders of the first mortgage bondholders. The interest on these bonds amounts to about $1,634,220, or, for the two years, $3,268,440. As this is payable in gold, estimating gold at 12 per cent., $892,212.80 should be added to the amount, making an aggregate of $3,660,652.80 which, deducted from the gross net, would still leave $2,925,863.20, on which the Government is entitled to the five per cent., and which, on this basis, amounts to $146,273.16. We do not see how it can be reduced below this sum, for all other bonds issued by the company are subordinate to the lien of the Government. If the road is completed, then this sum is due to the Government from the company. If it is not completed then it is not due.

We have expressed our opinion concerning the question. We would suggest that the attention of the officers of the company be called to this subject, and some definite solution of the question arrived at.

Here it may be well to state, as illustrative of the company's ability to discharge this five per cent. claim, that up to August 1st, 1871, the Union Pacific Company had furnished toward the construction of the Colorado Central Railroad, in money and material, $269,244.94, besides $65,387.54 for equipment loaned; had advanced to the Utah Northern Railroad, in material, freight, &c., $91,000, and to the Utah Southern Railroad, in material, freight, &c., $99,109.52, or an aggregate of $494,742. We understand that the grand total for all of these roads now amounts to $1,400,000.

We do not question the wisdom of a policy which tends to secure to the trunk line the business which the said several roads may command. It could not well afford to have said business diverted from it. The policy, however, should be so ordered as not to interfere with whatever present or future claim the Government may have for re-imbursement.

We have herein expressed the opinion that the Union Pacific Railroad, properly managed, can be made to meet all just demands upon it, including the Government lien.

It is not an exceptionally expensive road to operate. With a careful, prudent management located at the head of the road, clothed with necessary power, making itself thoroughly familiar with the character, resources and needs of the country tributary, a most gratifying increase in the revenues of the company could, in our judgment, be effected. A single fact will serve to illustrate how imperative the demand is for a reform in the direction indicated.

The total increase of freight earnings of the company for the year ending June 20th, 1872, over those of the year ending June 30th, 1871, was $1,084,378.10, of which only $176,820.40 was the increase of the local earnings, while $907,557.70 was derived from an increase of the through earnings. This shows an unhealthy condition of the freight business of the road. As judiciously managed, the local business should show a much greater increase proportionally than the through business. Such results must inevitably flow from the present system of remote management.

The heads of several departments, such as general superintendent, general freight agent, &c., do not seem to possess the full powers legitimately belonging to them, and if they did, each would have quite enough to do in his respective department without looking after duties that pertain to the executive powers of the company. The executive power is held in New York and Boston. Those clothed with it seldom visit the line of the road. While this remains the case, there will continue to be that lack of information relative to and grasp of the facts and data concerning the real sources of business from which the greater proportionate increase of earnings should be derived, which now forms a just ground of complaint. It is one thing to manage the through business of this line, to care for the general financial interests of the company, and handle and care for its securities on the market; but it is quite a different thing to grasp the sources of its local traffic, and to develop them into ever-increasing streams of revenue. The former can be done in New York and Boston. The latter can only be accomplished on the line by officers clothed with official executive power. We are not disposed to be captious. We have no desire to tread upon even debatable grounds. We have no suggestions to make tending to deprive the stockholders of the railroad company of their just and proper powers; but it seems

to us a duty, in view of the great pecuniary interest the Government has in the road, and the benefit which may accrue to it and all concerned, to suggest that some reasonable and prudent steps be taken, either by the voluntary action of the company, or, that failing, by prudent legislation, which shall carry the practical executive management of the Union Pacific Railroad to the field of its local operation.

We do not deem it necessary for us to enter more into the details of the affairs of the company at this time, believing as we do that the enforcement of our suggestions relative to the localization of the management would effect most of the reforms that, in our judgment, seem to be desirable.

JOHN C. S. HARRISON,
J. H. MILLARD,
JAMES F. WILSON,
DAVID S. RUDDOCK,
Government Directors Union Pacific Railroad Company.

Mr. Price, one of the Government directors, not having been able to meet with the above, will account for the absence of his signature.

(3.)

Report of the Government Directors of the Union Pacific Railroad.

1st December, 1873.

SIR,—We can but express regret that this report upon the Union Pacific Railroad has been delayed to present date. It was our intention to have submitted it early in November, and we should have done so, but for a failure to receive certain data, which we had called on the railroad company to furnish, in time to enable us to carry out our purpose. The failure of the company to act as promptly as we desired may have been occasioned by good and sufficient cause, and such is claimed to be the case by the company. We mention the fact as explanatory of the lateness of this report.

During the month of September the entire line of the Union Pacific Railroad was visited and examined by two of the Government directors. The result of the visitation was in many respects gratifying. In our report in 1872 we remarked concerning the road that "probably no equal number of consecutive miles of railway in the United States can be found in better condition." The road this year is in better condition in many respects than it was then. A great deal of work was done in 1872 to guard against a recurrence of the snow-blockade.

The result as given in the operations of the line during last winter fully justified the opinion expressed in our former report, wherein we said that "the efforts then making by the general superintendent to prevent a renewal of the snow-blockade will, in our judgment, if he is allowed to perfect them, prove successful and satisfactory." During the preceding winter every train was more or less detained from December 15, 1871, to February 19, 1872, while during the winter of 1872-'73 one train was delayed twenty-four hours, and but a few connections with eastern roads were lost at Omaha for the entire winter. In the efforts to produce satisfactory results in overcoming the snow difficulty for 1873, there were 38¼ miles of track raised from one to six feet, averaging three feet; and there were also built about twenty-five miles of snow-fences and four miles of snow-sheds. It is expected that many of the snow-sheds erected for the protection of cuts will be dispensed with before the expiration of another year. This will be effected by widening the cuts. This was being prosecuted while we were on the line of the road, and considerable results had already been accomplished.

Sixty-seven cuts protected by snow-sheds and fences are to be widened in this manner, and when the work shall have been accomplished some fifteen miles of sheds and fences will be dispensed with.

At several points the work of widening cuts is aiding materially in the matter of filling some of the highest and longest trestles on the line. The materials taken from a number of the cuts is used for filling the trestles. The trestles in process of filling, and expected to be completed within one year, are as follows:—

1st. 23 feet high and 336 feet long.
2nd. 24 feet high and 480 feet long.
3rd. 25 feet high and 640 feet long.
4th. 24 feet high and 192 feet long.
5th. 38 feet high and 192 feet long.
6th. 74 feet high and 592 feet long.
7th. 27 feet high and 384 feet long.
8th. 35 feet high and 352 feet long.
9th. 35 feet high and 592 feet long.

Sixty miles of new iron have been laid during the year, and five hundred thousand ties replaced. Ties are now being purchased in plentiful supply at but little more more than one-half of former cost.

The following table shows the number and value of engines on the road:—

Number of Engines.	Value per Engine.	Total Value.
3	$ 8,000	$ 24,000
5	9,000	45,000
1	9,500	9,500
43	10,000	430,000
1	11,000	11,000
69	12,000	828,000
18	13,000	234,000
4	14,000	56,000
3	15,000	45,000
147		$1,682,500

The amount, character and value of rolling stock on the road, 20th August, 1873, were as follows:—

Cars.	Value each.	Total value.
25 first-class coaches	$6,000	$ 150,000
26 second-class coaches	3,000	78,000
9 mail cars	2,500	22,500
12 baggage cars	3,500	42,000
9 express cars	3,000	27,000
2 pay cars	3,500	7,000
2 officers' cars	4,000	8,000
1 (Lincoln) car	1,000	1,000
1,150 box cars	700	805,000
1 500 flat cars	500	750,000
48 dump cars	500	24,000
50 hand cars	75	26,250
3 derrick cars	2,500	7,500
3 wrecking cars	5,000	15,000
		$1,923,350

These were all reported to be in good condition at the date above given; and, touching the sufficiency of the above equipment, the general superintendent reported to us: "We have sufficient cars for general use, but at times could use one hundred more box cars, and one hundred and fifty more flat cars. We are building sufficient freight cars at the present time to meet future requirements."

Our own observation satisfied us that more box and flat cars are needed to accommodate the business of the road, and would have placed the number required at more, rather than less, than named by the general superintendent; and, in our judgment, the motive power, instead of being reduced by sale or leave of Congress, should rather be increased. The following statement will give the location, dimensions, character, &c., of shops and buildings in the locomotive department.

OMAHA.

Machine shop No. 1, brick, 60 by 120 feet.
Machine shop No. 2, brick, 50 by 75 feet.
Boiler shop, brick, 50 by 75 feet.
Blacksmith shop, brick, 76 by 200 feet.
Tin shop, brick, 40 by 50 feet.
Stationary engine room, brick, 26 by 90 ft.
Store room, brick, 76 by 83 feet.
Oil house, with cellar, brick, 24 by 37 ft.
Sand house, brick, 24 by 60 feet.
Fire engine house, brick, 30 by 104 feet.
Foundry, wood, 76 by 200 feet.
Round house, brick, 20 stalls.
Store house, (for waste,) brick, 26 by 40 feet.

GRAND ISLAND.

Round house, brick, 10 stalls.
Blacksmith shop, wood, 20½ by 32 feet.
Oil house, wood, 9 by 24 feet.
Sand house, wood, 12 by 16 feet.

NORTH PLATTE.

Machine-shop, brick, 100 by 150 feet.
Blacksmith-shop, brick, 60 by 100 feet.
Office, brick, 24 by 30 feet.
Store-room, wood, 18 by 24 feet.
Oil-house, wood, 16 by 16 feet.
Round-house, brick, 20 stalls.

SIDNEY.

Round-house, brick, 10 stalls.
Blacksmith-shop, wood, 22 by 32 feet.

CHEYENNE.

Round-house, mountain stone, 20 stalls.
Coal-house, wood, 30 by 25 feet.
Oil-cellar, wood, 20 by 30 feet.

SHERMAN.

Round-house, mountain stone, 5 stalls.

LARAMIE.

Machine-shop, mountain stone, 75 by 125 feet.
Blacksmith-shop, mountain stone, 75 by 100 feet.
Engine-house, mountain stone, 32 by 39 ft.
Oil-house, mountain stone, 28 by 40 feet.
Iron-house, mountain stone, 34 by 44 feet.
Round-house, mountain stone, 20 stalls.

MEDICINE BOW.

Round-house, mountain stone, 5 stalls.

RAWLINGS.

Machine-shop, mountain stone, 75 by 100 feet.
Stationary-engine room, mountain stone, 36 by 48 feet.
Iron and copper-shop, wood, 30 by 75 feet.
Office and store-room, wood, 30 by 75 feet.
Round-house, stone, 15 stalls.

Fifty feet of the machine-shop at Rawlings is used for a blacksmith-shop. There is also another machine-shop of wood, capable of holding two engines, undergoing repairs.

BITTER CREEK.

Round-house, mountain stone, 5 stalls.
Blacksmith-shop, wood, 32 by 70 feet.

GREEN RIVER.

Machine and blacksmith-shop, wood, 40 by 60 feet.
Round-house, Weber Canon stone, 15 stalls.

EVANSTON.

Round-house, Weber Canon stone, 15 (20) stalls. (Five stalls are used for a machine-shop.)
Blacksmith-shop, wood, 40 by 60 feet.
Stationary-engine room, wood, 20 by 40 feet.

OGDEN.

Round-house, wood, 6 stalls.
Office and store room, wood, 20 by 28 feet.

The shops are well provided with machinery of best quality, and seem sufficient for the present requirements of the road. Better, more commodious, and comfortable buildings should be erected at Ogden, or such point near there as is to be the permanent point of junction of the Union Pacific and the Central Pacific Railroads. Generally on the line of the road the accommodations for passengers in the matter of eating-houses, waiting-rooms, &c., are good, but at Ogden they are very deficient.

The company has been very fortunate in overcoming one of the most serious difficulties that confronted it at and for sometime after the opening of the road. We refer to the want of good water, which for some time promised to be a source of great trouble. The efforts of the company to master this subject have been so far so successful that but little difficulty is now experienced, even when the road is most crowded with business; and on a part of the line where for a considerable time no water fit for machinery was found, now the best is obtained. This has resulted from persistent search, the discovery of springs, and the sinking of artesian wells.

The following statement will show the location of water-stations, dimensions of tanks, power used, and source of supply:—

Omaha.—Tank 20 by 30, supplied from creek by steam-pump.
Pappillion.—Tank 8 by 12, supplied from creek by hand.
Elkhorn.—Tank 12 by 16, supplied from well by windmill.
Valley.—Tank 12 by 16, supplied from well by windmill.
Fremont.—Tank 12 by 16, supplied from well by windmill.
North Bend.—Tank 12 by 17, supplied from well by windmill.
Schuyler.—Tank 12 by 16, supplied from well by windmill.
Columbus.—Tank 12 by 16, supplied from well by windmill.
Silver Creek.—Tank 12 by 16, supplied from well by windmill.
Lone Tree.—Tank 12 by 16, supplied from well by windmill.
Chapman's.—Tank 12 by 16, supplied from well by windmill.
Grand Island.—One tank 16 by 24, supplied from well by steam-pump.
One tank 12 by 16, supplied from well by steam-pump.
Wood River.—Tank 12 by 16, supplied from well by windmill.
Kearney.—Tank 12 by 16, supplied from well by windmill.
Elm Creek.—Tank 12 by 16, supplied from well by windmill.
Plumb Creek.—Tank 12 by 16, supplied from well by windmill.
Willow Island.—Tank 12 by 16, supplied from well by windmill.
Brady Island.—Tank 12 by 16, supplied from well by windmill.
McPherson.—Tank 16 by 24, supplied from well by windmill.

North Platte.—One tank 12 by 16, supplied from well by steam-pump.
One tank 16 by 28, supplied from well by steam-pump.
O'Fallons.—Tank 12 by 16, supplied from well by windmill.
Alkali.—Tank 12 by 16, supplied from well by windmill.
Ogallala.—Tank 12 by 16, supplied from well by windmill.
Big Springs.—Tank 12 by 16, supplied from well by windmill.
Julesburgh.—Tank 12 by 16, supplied from well by windmill.
Lodge Pole.—Tank 12 by 16, supplied from well by windmill.
Sidney.—Tank 12 by 16, supplied from well by steam-pump.
Totten.—Tank 12 by 16, supplied from well by windmill.
Antelope.—Tank 12 by 16, supplied from well by windmill.
Bushnell.—Tank 12 by 16, supplied from well by windmill.
Pine Bluffs.—Tank 16 by 24, supplied from well by windmill.
Egbert.—Tank 12 by 16, supplied from well by windmill.
Hillsdale.—Tank 16 by 24, supplied from well by steam-pump.
Archer.—Tank 16 by 24, supplied from well by steam-pump.
Cheyenne.—Tank 16 by 28, supplied from well by steam-pump.
Hazard.—Tank 16 by 16, supplied from well by windmill.
Otto.—Tank 16 by 24, supplied from springs by steam-pump.
Granite Canon.—Tank 16 by 24, supplied from creek by steam-pump.
Buford.—Tank 16 by 24, supplied from spring by steam pump.
Sherman.—Tank 16 by 24, supplied from spring by steam-pump.
Red Buttes.—Tank 16 by 24, supplied from creek by steam-pump.
Laramie.—Tank 16 by 24, supplied from river by steam-pump.
Wyoming.—Tank 16 by 24, supplied from river by steam-pump.
Cooper Lake.—Tank 16 by 24, supplied from river by steam-pump.
Lookout.—Tank 16 by 24, supplied from well by steam pump.
Rock Creek.—Tank 16 by 24, supplied from creek by steam-pump.
Medicine Bow.—Tank 16 by 14, supplied from creek by steam-pump.
Carbon.—Tank 16 by 24, supplied from well by steam-pump.
Percy.—Two tanks, each 16 by 24, supplied from springs, self-feeders.
Fort Steel.—Tank 16 by 24, supplied from river by steam-pump.
Rawlings.—Two tanks, each 16 by 24, supplied from Cherokee Spring by self-feeder and from Rawlings Spring by steam-pump.
Separation.—Tank 16 by 24, supplied from artesian well by stationary engine and boiler and deep-well pump. Depth of well, 1,103 feet; cost, $17,541.97.
Creston.—East, two tanks, each 12 by 16, supplied from well by steam-pump.
Creston.—West, tank 16 by 24, supplied from artesian well by steam-pump. Depth of well 300 feet; cost, $1,504.66.
Washakie.—Two tanks, each 16 by 24, supplied from artesian well by stationary engine and boiler and deep-well pump. Depth of well, 638 feet; cost, $3,340.37.
Red Desert.—Tank 16 by 24, supplied by artesian well by stationary engine and boiler and deep-well pump. Depth of well, 503 feet; cost, $3,345.30
Bitter Creek.—Two tanks, each 16 by 24, supplied from artesian well self-feeder. Depth of well, 696 feet; cost, $8,230.45.
Point of Rocks—Tank 16 by 24, supplied from artesian well by steam-pump. Depth of well, 1,000 feet; cost, $2,819.37.
Rock Springs.—Tank 16 by 24, supplied from artesian well. Self-feeder. Depth of well, 1,145 feet; cost, $15,331.62.
Green River.—Tank 16 by 24, supplied from river by steam-pump.
Bryon.—Tank 16 by 24, supplied from river by steam-pump.
Granger.—Tank 16 by 24, supplied from river by steam-pump.
Church Buttes.—Tank 14 by 24, supplied from creek by steam-pump.
Carter.—Tank 16 by 24, supplied from creek by steam-pump.
Bridger.—Tank 16 by 24, supplied from creek by steam-pump.
Piedmont.—Tank 16 by 24, supplied from well by steam-pump.
Aspen.—Tank 16 by 24, supplied from well by steam-pump.

Evanston.—Tank 16 by 24, supplied from well by steam-pump.
Wasatch.—Tank 16 by 24, supplied from spring, self-feeder.
Castle Rock.—Tank 16 by 24, supplied from spring, self-feeder.
Hanging Rock.—Tank 16 by 24, supplied from spring, self-feeder.
Echo.—Tank 16 by 24, supplied from spring, self-feeder.
Peterson.—Tank 16 by 24, supplied from spring, self-feeder.
Ogden.—Tank 16 by 24, supplied from river by steam-pump.

Making in all seventy-five water stations, averaging something over thirteen and one-half miles apart, as the line of road from Omaha to Ogden is 1,038.68. Seven of the stations are supplied by artesian wells, the aggregate cost of which is $52,113.74. At seven of the stations the water-supply is self-feeding; at twenty-eight wind-mills are used for raising the water; at thirty-eight steam-power is used, and one is supplied by hand.

At the close of the year (30th June, 1873) the company had on hand at its several stations, and belonging to the several departments, supplies of different classes, including ties and fuel, an aggregate amounting to $888,035.64.

Concerning the fuel question, to which we referred at length in the report for 1872, we know of no reason for changing anything in said report. In order to arrive at the real state of the account between the Wyoming Coal Company and the Union Pacific Railroad Company, the following letter was addressed to the superintendent of the former company:

"OMAHA, 10th September, 1873

"Please give the price at which you are furnishing coal to the Union Pacific Railroad Company at this time, and the amount the railroad company owed you first September, and at what price you charged the company for coal on which your claim is based.

"Yours,
"J. H. MILLARD,

"THOMAS WARDELL, Esq., Superintendent Wyoming Coal Company, Omaha.
"*Government Director Union Pacific Railroad Company.*"

The reply to this letter is here given:

"WYOMING COAL AND MINING COMPANY, SUPERINTENDENT'S OFFICE,
"Omaha, 12th September, 1873.

"DEAR SIR,—Yours of September 10th received and contents noted. In answer would most respectfully refer you to Mr. John Duff, president Wyoming Coal and Mining Company, for answer to your inquiries.

"Yours, respectfully,
"THOMAS WARDELL,
"*Treasurer Wyoming Coal and Mining Company.*

"Mr. J. H. MILLARD,
"Government Director Union Pacific Railroad Company, Omaha, Nebraska.."

This correspondence is quite characteristic of the conduct of those having in charge the affairs of the Wyoming Coal and Mining Company, so far as our efforts to obtain information relative to its business relations with the Union Pacific Railroad Company are concerned. The account kept at Omaha by the latter company with the former does not agree with the prices for coal as fixed by the contract existing between the two companies. It is alleged that the Union Pacific Railroad Company owns nine-tenths of the capital stock of the said coal and mining company; Mr. Wardell claims to own the other tenth. He is the superintendent and treasurer, in fact, the general manager, of the coal and mining company, keeping its accounts, handling its money, and attending to its affairs generally. Considering

the alleged interest of the railroad company, and the absence of complete information in relation to the coal account, the application made in the foregoing letter for data was well and properly directed. The result is another evidence of the impropriety of the coal contract from the beginning. Its existence can in no way be justified.

Other parties operating in coal on the line of the road express a willingness to furnish coal to the railroad company at three dollars per ton. The price now nominally paid to the Wyoming Coal and Mining Company is three dollars and fifty cents. The difference between this and the contract price, as set out in our report of last year, is, we are informed, held in abeyance for adjustment at some future time.

The coal and mining company claims full contract price, which, as we are informed, reliably we doubt not, amounted, on the 31st of July last, to a balance due to said company of $1,075,596.97, while the balance due at that date, at the nominal price of $3.50, was $263,382.15, leaving a balance of $812,214.82, not a dollar of which, in our judgment, should ever be paid. And we are firmly of the opinion that an entirely new policy with respect to the fuel-deposits along the line of the road should be adopted, both as to the supplies for the company and for general consumption. Our views upon this subject generally were set forth in our last report, and are not now changed.

The total earnings of the road for the year ending 30th June, 1873, were	$9,633,965	09
For the year ending 30th June, 1872.	7,953,014	20
Increase of 1873 over 1872	$1,680,950	80
Operating expenses for the year ending 30th June, 1873.	$4,697,999	56
For the year ending 30th June, 1872	4,300,816	94
Increase of 1873 over 1872	$397,182	62
Net earnings for the year ending 30th June, 1873	$4,935,965	53
Net earnings for the year ending 30th June, 1872	3,652,197	35
Increase of 1873 over 1872	$1,283,768	18

There has been a steady increase in the earnings of the road since the 30th of last June, and for the year which will close 30th June, 1874, a very large increase over the last year may be expected.

The net earnings for the year ending 30th June, 1873, being $4,935,965.53, by deducting the interest on the first-mortgage bonds (including premium on gold), which, with gold estimated at 9 per cent., $1,781,129.98, we ascertain the amount on which the Government is entitled to five per cent. to be $3,154,835.55 for the said year. The five per cent. on same amounts to $157,741.77. In stating this conclusion we adhere to the position assumed in our report of last year, that the Union Pacific Railroad is a completed road within the meaning of the Acts of Congress providing for its construction. We shall maintain this position until informed that the Government regards it as erroneous.

The floating debt of the company is represented to be about $2,000,000, the greater part of which was occasioned by advances made to connecting lines of road in cash, materials, freight, purchase of stock, &c. A statement concerning each road so aided is here given.

The Union Pacific Railroad's Company's interest in the Utah Central Railroad Company, owning a line connecting with the former at Ogden, is the value of 5,000 shares of the capital stock of the Utah Central Railroad Company, purchased at fifty cents on the dollar, $250,000.

The certificates for the 5,000 shares were accounted for on the 4th day of October, 1873, as follows :—

	Shares.
Pledged as collateral with Horace F. Clark, for self and other directors, against loans to the company for.....	3,000
The Union Trust Company of New York.....	2,000
Total.....	5,000

This stock is believed to be worth more than it cost the company, and is now in process of transfer to John Duff, president of the Union Pacific Railroad Company, in trust for said company.

Statement of amounts charged Utah Southern Railroad Company for cash advanced, materials furnished, &c., by Union Pacific Railroad Company :—

Cash advanced, notes issued, &c.....	$255,058 68
Materials furnished and labor performed.....	63,430 90
Freight charges.....	93,696 72
	$412,186 30

Against which the Union Pacific Railroad Company have received 480 Utah Southern bonds, at 80 per cent., $384,000. Balance, 19th November, 1873, $28,286.30.

The 480 bonds received are accounted for at above date as follows :—

Pledged as collateral with—	
Morton, Bliss & Company, New York.....	$160,000 00
The Union Trust Company, New York.....	220,000 00
In hands of the Company	100,000 00
	$480,000 00

Statement of amounts charged Utah Northern Railroad Company for materials furnished, labor, freight charges, &c. :—

Materials furnished, labor, &c.....		$ 2,550 29
Charges on freight, local.....	$49,167 96	
Charges on freight, back.....	60,047 26	
		109,215 22
		$111,765 51
Credit by cash.....		73,000 00
Balance due 30th September, 1873.....		$38,765 51

Statements of amounts charged to the Colorado Central Railroad Company for cash advanced, materials furnished, &c. :—

Cash advanced, notes issued, and drafts accepted.....	$887,696 90
Materials furnished and labor performed.....	151,171 90
Freight vouchers.....	48,777 78
Interest on account and past-due coupons.....	40,655 09
	$1,128,301 67

Against which the Union Pacific Railroad Company has received :—

110 Colorado Central first mortgage bonds at 85.....	$93,500 00
380 do do do 80.....	304,000 00
2,100 shares stock Colorado Central, at 25.....	52,500 00
	$450,000 00

Balance due, September 30th, 1873.....		678,301 67
Property leased, not included in above, consisting of rolling stock.....		35,387 54
Actual total at above date.....		$713,689 21

The 490 bonds received as above are accounted for as follows:

Pledged as collateral with—		
Oliver Ames.....	$179,000 00	
John Duff.....	50,000 00	
Elisha Atkins.....	22,000 00	
Joseph Richardson.....	36,000 00	
Blake Brothers, &c	200,000 00	
		$487,000 00
In hands of the company.....		3,000 00
		$490,000 00

The certificates for the 2,100 shares of capital stock are said to be in the hands of the company.

The total amount advanced to the foregoing several companies, as shown by the above statement, $1,937,541.02.

The advances were made to expedite the construction of the several roads mentioned, and to so far effect a control of their traffic in the interest of the Union Pacific Company as would tend to swell the volume of its business and enlarge its revenues. The Colorado Central Railroad is intended to form transportation connections between the mountain regions of Colorado, Denver and the agricultural section of that territory and the Union Pacific Railroad, with which it will form a junction at Julesburgh. When we visited the line in September last, it had advanced so far as to connect Denver, Golden, Boulder City and Fremont by a track of four feet eight and one-half inch gauge, and Golden and Black Hawk by a line of three feet gauge, with a branch of same rapidly approaching Idaho Springs.

The Denver connection being made over the line of another company in part, the Union Pacific Company has now no friendly connection with any of the points mentioned, nor will it have until the Colorado Central line shall have been completed to Julesburgh. That such a connection as this will afford will materially increase the traffic over the Union Pacific Road between Omaha and Julesburgh, is undoubtedly true, while at the same time it will establish competition between two lines, which will tend to develop the resources of the Territory of Colorado surely and rapidly. Thus far the actual net earnings on the completed portion of the line have exceeded the estimated net earnings. As an illustration of this tendency, we may state that the estimated net earnings per mile for the year 1873 were $2,288; the actual net earnings for the months of May, June and July were $3,490 per mile. This is the latest date to which we have any published statistics of the road showing net earnings. The following statement however shows the monthly gross earnings from the time the road was opened to Black Hawk station, down to and including the month of August, 1873:—

1872.	Half month December.....	$ 6,651 95
1873.	January.....	10,274 18
	February.....	12,630 86
	March.....	17,648 80
	April.....	20,455 34
	May.....	22,058 07
	June.....	23,924 82
	July.....	28,539 91
	August.....	30,600 50
	Total for eight and one-half months.....	$172,784 43

From these figures it may readily be inferred that the excess of net earnings over those estimated occurred during each month. At all events, they show a steady growth of business, which will doubtless continue.

The Utah Central Railroad connects the Union Pacific Railroad with Salt Lake City.

For the year ending December 31st, 1872, this road received of freight, reduced to pounds.....	186,674,948
And forwarded freight, reduced to pounds.....	37,478,985
Total pounds received and forwarded	224,153,933
From January 1st, 1873, to July 31st :—	
There were received.....	117,534,595
There were forwarded.....	27,970,129
Total pounds received and forwarded	145,504,724
Or, a total number of pounds for the whole time of ...	369,658,657
Or, reduced to tons, the number is.....	184,829
Of the freight forwarded in the year 1871, there were pounds of bullion.....	11,307,000
Ores containing gold, silver, lead, &c.....	20,694,092
Total pounds of ore and bullion	32,001,092
Of the freight forwarded in the seven months of 1873, there were pounds of bullion.....	5,777,831
Ore, as above.....	15,473,275
Total of ore and bullion.....	21,251,106
To this should be added, for 1873, lead	3,092,099
Total products of mines forwarded.....	24,343,205

The shipment of lead for this year is owing to the establishment of separating work in Utah.

There are now located within a distance of twelve miles from Salt Lake City some eleven furnaces for the reduction of ores containing precious metals, and in the Territory of Utah over thirty of such establishments are engaged in the reduction of ores. This entire business has been developed since the construction of the Union Pacific Railroad.

The Utah Southern Railroad commences at Salt Lake City, and is now running to Provo, and is ultimately to be pushed on toward the southern portion of Utah Territory.

The Utah Northern Railroad connects with the Union Pacific at or near Brigham City, and runs into the Coche Valley, the finest of all the valleys in Utah, and will be carried on north to Soda Springs. Over this road will ultimately pass the trade to and from Montana in great degree.

Concerning the last two roads, we are not prepared to furnish any statistics, as they were but recently put into active operation. The spirit of enterprise which has been infused into the country traversed by the several roads mentioned is exceedingly gratifying, and must largely increase the business of the Union Pacific Road, and thus tend to enhance the security of the Government.

With regard to the advances which the Union Pacific Company has made in aid of the roads mentioned, we can but repeat what we said in our report for 1872: "We do not question the wisdom of a policy which tends to secure to the trunk-line the business which the said several roads may command. It could not well afford to have

said business diverted from it. The policy, however, should be so ordered as not to interfere with whatever present or future claim the Government may have for re-imbursement." The ability of the company to make the advances referred to tends to show that it could have returned more to the Government than it has, and raises the question of the power of the company to divert its means into channels not authorized by the law.

Of the land granted by the United States to the company to aid in the construction of its road and telegraph line, there had been sold on October 1, 1873, an aggregate of 799,748$\frac{71}{100}$ acres, at an average price per acre of $4.50, or a total of $3,598,369.19.

The original issue of land-grant bonds was for $10,400,000. Through sales of land there had been, on the 1st day of September, 1873, $1,389,000 of these bonds retired, leaving an outstanding balance at that date of $9,011,000.

The land-grant will ultimately, beyond reasonable doubt, retire the whole issue of land-grant bonds, and leave a considerable surplus in the hands of the company.

Several difficulties have arisen in relation to the lands of the company. In the State of Nebraska the lands have been assessed and placed on the tax duplicates of the several counties in which they lie. The company has enjoined the collection of the taxes levied on the lands. The issue of the case thus made will doubtless be with the company with respect to all lands the title of which has not passed from the United States to the company. The questions involved are similar to those decided by the Supreme Court of the United States in the cases of the Kansas Pacific Railway Company *vs.* John H. Prescott, and same company *vs.* Charles C. Culp. The matter will then stand in this singular position: The Government has stopped certifying lands to the company. The company is selling uncertified lands to settlers and others at prices averaging $4.50 per acre. Some of the lands thus sold are paid for in land-grant bonds of the company. The bonds, when thus received, are cancelled, and the debt of the company reduced in corresponding amount. Some are sold for part of the price paid in cash, with balance on time bearing interest. In either event the company gets a present pecuniary benefit. Still, the lands thus sold are not subject to taxation. We suggest that some remedy ought to be provided for this anomalous case. It is best for all parties concerned that the lands granted to the company should be sold and improved, for this will increase the business of the road and make the company better able to discharge its obligations to the Government. Persons who purchase the lands ought to be assured a good title to the same. The lands sold ought to be subject to taxation. As a remedy, we would suggest that until the Government settles upon a policy relative to the certification of lands to the company, all lands which have been, or may hereafter be, sold in good faith shall be certified to the company, in order that the titles of purchasers may be made complete, and the lands thus made subject to taxation. And we see no reason why lands embraced within the grant, and adapted to agricultural purposes, should not be certified to the company. Such certification would produce two results: First. It would make the lands subject to taxation. Second. It would force sales of the lands, and expedite the settlement and improvement of the country. The attainment of both these results is desirable.

The business of the road is steadily increasing.

The following comparative statement is given for nine months of the years 1872 and 1873, commencing with the month of January:—

January 1 to September 30, 1873.		January 1 to September 30, 1872.	
Earnings.....	$7,366,024 61	Earnings.	$6,238,321 27
Expenses	3,692,882 75	Expenses.....	3,547,522 87
Net earnings..	$3,673,141 86	Net earnings..	$2,690,798 40

Increase gross earnings for nine months, $1,127,703.34; increase net earnings for nine months, $982,343.46.

With a liberal management of the affairs of the company, especially in the freight department thereof, we do not doubt that the gross earnings of the road may in a short time be increased to $12,000,000 per year. When this point is reached, it is not difficult to see that the road would be competent to protect to the fullest extent the interest which the Government has therein. The road is not an expensive one to operate. In this regard it can be kept below the average of the roads of the United States.

On earnings of $12,000,000 per annum, the account might be stated in this way:

Gross earnings		$12,000,000
Expenses, at 55 per cent	$6,600,000	
Interest on first-mortgage bonds, with gold premium at 9 per cent.....	1,781,299	
Five per cent. to the Government on net income, at $3,619,000.	180,950	
Interest on income-bonds.....	1,000,000	
	———————	9,562,249
Balance.....		$2,438,751

Two things are not provided for in the above statement—interest on the land-grant bonds and interest on the Government bonds issued to the company. The interest on the latter, in currency, would be $1,629,982.00, leaving balance, after paying all but interest on land-grant bonds, of $808,779.91.

With an energetic and economical administration of the Land Department, it should provide for the interest on the land-grant bonds.

After careful investigation of the subject, we do not hesitate to express it as our firm conviction that the result above stated can be attained within the limit of the next two years. But to reach it a reform in the management must be enforced. What this is we pointed out in our report of last year. What we then said we would reiterate now. The capabilities of the road are great—so great that we would not be understood as fixing $12,000,000 per annum as its maximum attainment.

The safety of the Government's investment depends on the future of the road; and we cannot argue too strongly that some means be devised for a localization of the executive power of the company. Once this is effected, a multitude of obstacles which now retard and obstruct the development of business throughout all of the vast region of country would disappear, for it needs but an acquaintance with them by persons charged with the responsible executive power of the company for them to be removed out of the way.

JAMES F. WILSON,
J. H. MILLARD,
Government Directors, Union Pacific Railroad.

Hon. C. DELANO, Secretary of the Interior.

Senate Ex. Doc. No. 90, 41st Congres, 2nd Session.

Letter of the Secretary of the Interior communicating, in compliance with a resolution of the Senate of this date, the report on the final completion of the Pacific Railroad.

DEPARTMENT OF THE INTERIOR,
WASHINGTON, D.C., 23rd May, 1870.

SIR,—I have the honor to transmit herewith the report on the final completion of the Pacific Railroad, called for by Senate resolution of this date.

I am, Sir, very respectfully, your obedient servant,
W. T. OTTO,
Acting Secretary.

HON. SCHUYLER COLFAX,
Vice-President of the United States and President of the Senate.

WASHINGTON, D.C., 30th October, 1869.

The undersigned, members of a Commission for the examination of the Union and Central Pacific Railroads, appointed under a "Joint resolution for the protection of the interests of the United States in the Union Pacific Railroad Company, the Central Pacific Railroad, and for other purposes," approved 10th April, 1869, have the honor to submit the following report:

Under instructions from the Interior Department, dated 14th August, 1869, four members of the Commission were in Omaha on 23rd August, but the instructions of the fifth Commissioner having failed to reach him he was not present, and it was informally decided to proceed to Sacramento. The Commission met at Sacramento on 8th September, all the members being present; organized by the election of General Hiram Walbridge, President; and General C. B. Comstock, Secretary; and commenced the inspection of Central Pacific Railroad, usually working from 6:30 a.m. till dark, and occupying from 8th September until 14th September in the inspection of that road. The inspection of the Union Pacific Railroad was begun 14th September and completed 23rd September, when the Commission adjourned to meet at Washington, 13th October, 1869, but the meeting was subsequently postponed until 23rd October, when most of the maps and information asked for from the two roads had been received.

The joint resolution under which the Commission was appointed requires it "to examine and report upon the condition of, and what sum or sums, if any, will be required to complete each of, said roads, for the entire length thereof to said terminus, as a first-class railroad, in compliance with the several Acts relating to said roads." The instructions of the Interior Department require that the "report should be minute and specific upon the several particulars relating to the construction and equipment of each of the roads, which those instructions set forth, and that it should state to what extent, if any, the line of either road deviates from the most central, direct, and practicable route mentioned in said Acts of Congress."

The instructions add: "You will not, however, be restricted to these instructions, but will, in the spirit of the resolution, included in your report any suggestions or facts relating to the roads, elicited by your examination which you shall consider necessary to be submitted to the President of the United States."

The first question that comes before the Commission is, what is meant by Congress in its various acts relating to the Pacific Railroads, by the words "first-class railroad."

Railroads now ranked first-class in this country were far from being perfect at their opening, and have been brought to their present high standard by large expenditures, which a small traffic in the beginning could never have justified. To require the Pacific Railroads to be brought at first to the standard other roads have reached, after years of heavy and lucrative business, would be a waste of money. It is evident to the Commission that this was not what Congress desired or intended in requiring a first-class railroad.

If private corporations had built these roads without governmental subsidy, it would undoubtedly have been for their interest to build them at first at the lowest cost consistent with keeping them in operation, and, when built, if a paying business should be developed, to have gradually made the improvements which increasing traffic should render necessary.

But Congress had made a large loan and an extensive land-grant, a part of which will be valuable, and in return it required a better road than private interests would have built—a road that should be capable of transporting passengers and freight with rapidity, safety and certainty—a road as good as the majority of those in the thickly-settled States.

In the opinion of the Commission the requirements of the law will be satisfied, and the designs of Congress carried out, if the roads be properly located, with judicious grades; have substantial road-beds of good width; ballasting, with proper care, shall be able to keep the track in good condition throughout the year; perman-

ent structures for crossing streams, good cross-ties, iron and joint fastenings; sufficient sidings, water-tanks, buildings, machinery, and adequate rolling-stock—the more important machine-shops and engine-houses being of masonry—and the Commission is glad to be able to say that, in its opinion, while some expenditures still need to be made, these two roads are substantially such roads to day. The expenditures needed for completion will be given in detail for each road.

Report on Central Pacific Railroad, with estimate of sums required to complete it.

LOCATION.

In the opinion of the Commission, the general location is good, although they saw several places where it appeared to them it might be improved in some of its details, perhaps at a somewhat increased expense. But this could only be determined positively by an extended instrumental survey, for which the Commission did not have the time at its disposal. While, as may be expected, the location is open to criticism, there are no errors the immediate correction of which should be required by the Government. It is not thought that they exceed reasonable limits, considering the haste with which the latter part of the road was built, nor that either bonds or land-grant should be withheld for the small distance by which they increase the length of the road. The road is capable of doing all its business with safety and rapidity.

THE ROAD-BED

Is generally of good width, both in cuts and embankments; a few points were noticed where the embankments were narrow, and an estimate has been made of the cost of widening them.

TUNNELS.

There are fifteen tunnels on the road through solid rock and conglomerate or soft granite. A part of these are arched with heavy woodwork, which will last for many years. Those not through solid rock and not arched have stood without giving trouble for two or three years and show no signs of failure; we therefore make no estimate for arching any of them.

BRIDGES, TRESTLES, AND CULVERTS.

The bridges are usually Howe's truss, of good material and workmanship. Several of them are, however, lighter, especially in their suspension rods, than is advisable, and in some cases so light that the heaviest load which can be put on them, a train of locomotives coupled together, should not be run over them at high speed. An estimate has been made for strengthening such as are deemed too weak to carry the maximum load with safety. They are the bridges over the North Fork of the Humboldt, over Donner Creek, and the two long spans of that at the American River.

The piers of the American River bridge are of wood. An estimate is made for replacing them with stone.

The high trestles west of and in the Sierra Nevada are generally of good character. At least two of them should ultimately be filled up or replaced by permanent structures, as also the trestles and temporary water-ways east of the Sierra Nevada. An estimate is made for this. The *immediate* replacement of these trestles, however, should not be required, as they will be safe for four or five years, and in the mean time the necessary experience will be gained as to the position and dimensions of the water-ways required.

The masonry, especially on the mountain division, is well constructed and of good material.

SNOW SHEDS.

At the summit of the Sierra Nevada the snow sometimes falls to the depth of about fifteen feet, making it a problem of great difficulty to secure the running of

trains during the winter, but one, it is believed, which has been boldly and successfully met.

Through the region of heavy snow-fall, except on some high embankments, the track has been covered by strongly-built sheds, boarded in at the sides, thus thoroughly protecting it from snow.

There are in these mountains frequent snow-slides, or snow avalanches, and in many places the road crosses their track. Whenever this occurs in excavation a heavy roof is built over the road and extended up the side of the mountain, to which its upper edge is fitted and the whole securely fastened to the rock, its slope being such that the avalanche will pass readily over it. These roofs, in some cases, extended up the whole slope of the mountain one to two hundred feet, and are very strongly built, to carry the great weight which may be suddenly thrown upon them. In a distance of forty miles there is an aggregate length of thirty-two miles of snow-sheds and galleries, costing, according to the statements furnished by the company, $1,731,000.

TRACK.

The iron in the track varies from 56 to 66 pounds per lineal yard; is thoroughly spiked on good-sized cross-ties, numbering from 2,300 to 2,640 per mile; about one hundred and fifteen miles is laid with chairs, and the remainder with fish-joints. The whole is in good surface and line, and as well adapted to high rates of speed as the average first-class railroads in the United States.

SIDINGS.

The sidings, which are about five per cent. of the length of the road, are ample for the accommodation of its business, and judiciously located.

BALLAST.

A large portion of the road is well ballasted with good material. In making estimates to supply the deficiencies noted in this respect, regard has been had to the character of the material of which the road-bed is constructed, and the small rain-fall east of the Sierra Nevada.

STATION-HOUSES.

The station-houses west of the Sierra Nevada are not deemed sufficient, and an estimate is made for additional ones. Farther east, while they are but common buildings, they are yet sufficient for the present business of the road. When replaced they should be of a better character.

WATER STATIONS.

These are sufficient in number and located at convenient points, excepting in the alkali country, where some are too far apart for economy in operating the road—in one case thirty-four miles. But it is so obviously for the great advantage of the company to get water at convenient distances, that we do not think it necessary to estimate for the cost of an additional supply.

MACHINE SHOPS AND ENGINE HOUSES.

The machine shops are considered sufficient except at the proposed junction of the two roads. There is a sufficient supply of machinery and tools on hand for all the shops except at this junction. East of Rocklin the engine houses are of wood, and these should have walls of stone or brick. Some additional ones are needed. Estimates are made for all these items. These wooden engine houses are first-class buildings of their kind, but they should have been built of brick or stone originally.

EQUIPMENT.

The company have on the line of their road one hundred and sixty-six locomotive engines; thirteen sleeping cars; twenty-three baggage, mail and express cars; six hundred and forty-eight box, fruit and stock cars; twelve hundred and ninety-three platform cars; and in course of construction, according to the statements furnished by the company, eighteen sleeping cars; thirty-one first-class and twenty-five second-class passenger cars, which the Commission believe to be considerably in excess of the number required for the present and immediate future business of the road.

TELEGRAPH LINE.

The telegraph line is well constructed and is supplied with a sufficient number of stations.

ESTIMATE FOR SUPPLYING DEFICIENCIES ON THE CENTRAL PACIFIC RAILROAD.

For ballasting track between Sacramento and Alta	$20,000
do do do Verdi and Humboldt	50,000
do do do Humboldt and Carlin	100,000
do do do Carlin and Promontory	50,000
For widening embankments between Verdi and Humboldt	5,000
do do do Carlin and Toano	5,000
do do do Toano and Promontory	3,000
Additional station houses between Sacramento and Alta	10,000
Freight and passenger depot at the proposed junction of two roads	10,000
Engine house at Truckee, of brick or stone, in addition to amount already expended there	20,000
Substituting brick walls for frame in engine house at Wadsworth	14,000
Substituting brick or stone walls for frame in engine house at Winnemucca	11,200
Substituting brick or stone walls for frame in engine house at Carlin	11,200
For brick or stone engine house at Terrace, in addition to material now there	20,000
For brick or stone engine house at the proposed junction with the Union Pacific	40,000
Machine and repair shops at the said junction	50,000
Tools and machinery for shops at said junction	20,000
Strengthening two long spans of American River bridge	2,000
Putting in stone piers at American River bridge	18,750
Strengthening Donner Creek bridge	500
Strengthening bridge over North Fork of Humboldt	500
For abutments, straining-beam bridge, and filling at Arcade Creek	1,500
To fill up Auburn trestle and put in arch culvert	15,000
To fill up Auburn trestle at station No. 450, and put in arch culvert	16,000
Filling trestles and making permanent water-ways at one hundred and seventy-five short openings of trestle-work	70,000
Filling trestles and making permanent water-ways at thirteen large openings of trestle-work	13,000
Total	$576,650

SURPLUS MATERIALS.

On examining the lists of surplus rolling stock, materials, and supplies submitted by the company, the Commission is of opinion that after making a liberal allowance, this company have more than a million of dollars worth of such property on hand, beyond the immediate future wants of the road.

In Appendix A will be found a list of the maps, papers and statements submitted by this company.

Report on Union Pacific Railroad, with estimate of cost for completion.

LOCATION.

The location of the accepted line is highly creditable to the engineers of the company. There are fewer errors than might reasonably have been expected. considering the length of the road and the difficulties encountered, and none which, in our opinion, the Government should require corrected. There are deviations from this accepted line at Promontory Mountains, and at Uintah, which should be corrected; and at Omaha the bridge line should be built to avoid the present heavy grade. The adoption of this line removes the necessity of reducing the grades on the present location as heretofore required. An estimate of the cost of these changes is made.

ROAD-BED.

The road-bed is, a large part of the way, of proper width, both in cuts and embankments, though there are some places where greater width is needed on the embankments, for which an estimate is made.

TUNNELS.

There are four short tunnels; three through solid rock not arched, and one arched with timbers. The Commission have not deemed it necessary to provide for arching with masonry.

BRIDGES, TRESTLES, AND CULVERTS.

Several of the high trestles between Blue Creek station and Promonotory ought to be filled up at once. They were evidently intended as temporary expedients to gain time in opening the road. Below Echo, two high trestles (on the nine hundred and seventy-first mile), and the two of same character near Piedmont (on the nine hundred and thirty-fourth and nine hundred and thirty-sixth miles), should be filled within the coming year. The high trestle at Dale Creek is a good structure, and no estimate has been made for filling this, it being a first class work of its kind.

The bridges are generally well built and of good materials. There are, however, several of one hundred and one hundred and fifty feet span on Bitter Creek, where a water-way of forty feet would have been ample. The masonry of these is of an inferior character.

The company are now engaged in changing the course of the stream, so as to render eight or ten of them unnecessary, and will fill the crossings with embankments. An estimate is made for completing those which are to remain.

Some of the Howe truss bridges, like several of those on the Central Road, are light in their suspension-rods for the maximum load of a train of locomotives. Several should be strengthened, for which estimates are made.

In reference to many of the trestles (not heretofore mentioned) and culverts, which we have estimated for replacing, we would remark that practical railroad managers, having a due regard to economy, would not replace them by permanent structures so long as they are safe and reliable, which, in the opinion of the Commission will be four or five years for many of them, at the end of which time

experience will point out the position and size of water-ways with much more certainly than can now be determined.

SNOW-FENCES.

Some protection against snow has already been provided and much more will be necessary. The officers of the road seem to be aware of the importance of these structures, and were engaged in preparing the material for them. It will undoubtedly be expedient to erect snow-sheds at some of the exposed points, but experience only can locate them properly. The saving in expense of operating and repairs will be so large that no railroad similarly situated can afford to be without them; we think, therefore, that it will be safe to leave all this part of the work in the hands of the company to be done as fast as their experience shall point out the right places and the character of the structures to be built.

TRACK.

The track is generally very good, but a few miles were observed where the heavy traffic, near Omaha, had worn the rails considerably. To replace them is a matter of ordinary repairs, and not of construction, this part of the road having been in operation for four years. About four hundred and fifty miles of the track is laid with rails weighing fifty pounds per lineal yard, and with wrought iron chairs; the remainder is of fifty-six pounds, and laid with fish-joints.

The cross-ties are generally of pine, of fair size and good quality, excepting those on about four hundred miles immediately west of Omaha, where originally a large proportion were of cottonwood. Many of these have been replaced with pine, oak, and cedar, but a large number are still in the track. A part of the cost of replacement belongs to the repairs of the road, but a portion should be borne by the construction account, as the cross-ties were originally inferior. One hundred thousand dollars above the ordinary repairs is estimated for their replacement, the company now having a large number on hand for that purpose. The cross-ties number from twenty-three hundred to twenty-six hundred and forty in each mile of track.

SIDINGS.

The sidings are ample for the business of the road, amounting to fully nine per cent of its length.

BALLAST.

A considerable portion of the road is well ballasted with good material; quite a large amount is, however, still needed, especially between Promontory and Ogden, and in the Platte Valley. For the latter, it can only be obtained by very long hauls; still we regard it so important as to justify us in estimating the expense of procuring it.

STATION-HOUSES AND WATER TANKS.

The station-houses are of good character, properly located, and sufficient in number to accommodate the business of the road. The company have also erected, at convenient points on its line, several good hotels and eating houses for the accommodation of passengers. There are some long intervals between water-tanks, but the Commission is satisfied that all that is practicable is being done by the company to obtain an abundant supply of good water.

COAL.

The discovery of good coal in large quantities, easily accessible, at several points on the line of this road, is of great value in reducing the cost of operating.

MACHINE-SHOPS AND ENGINE-HOUSES.

At several places there are permanent machine-shops, well constructed and fully supplied with machinery and tools. These are properly located. We have estimated for building one more at the proposed junction of the two roads. The engine-houses are generally of stone or brick, and of sufficient size. There are three points at which others will be required, for which estimates are made.

EQUIPMENT.

There are upon the line of the road, one hundred and forty-nine locomotive engines; twenty-six first-class and fifteen second-class passenger cars (besides sleeping cars in use upon the road but not owned by the company); eighteen baggage, mail, and express cars; eighty-eight caboose cars, which can also be used for emigrant cars; nine hundred and fifteen box cars, eleven hundred and seven platform cars, (besides three hundred leased to and used by other roads). There are three first-class passenger and two express and baggage cars in course of construction in the company's shops at Omaha. The freight cars are considerably in excess of the present and immediate future wants of the road. In view of the very large amount of material the company have on hand at Omaha, and their ample facilities for construction of passenger cars, we have made no estimate for additions to this class of equipment.

TELEGRAPH LINES.

The telegraph line and stations are sufficient for present purposes, though many of the poles are not of the most durable material.

ESTIMATES FOR SUPPLYING DEFICIENCIES, UNION PACIFIC RAILROAD, PROMONTORY TO OGDEN.

Ballasting track	$46,000
Widening embankments	6,400
Filling high trestles between one thousand and seventy-sixth and one thousand and eighty-fifth miles, inclusive.	38,000
Abutments and piers at Bear River bridge, in addition to materials on hand and work done	5,000
Abutments, Ogden River bridge, in addition to work done and material on hand	4,000
Filling up and making permanent water-ways at forty-four short openings	20,000
Filling up and making permanent water ways at three larger openings	1,200
Filling, putting in straining-beam bridges and abutments, at three large trestles	5,400
Correcting construction and reducing grades to conform to accepted location between one thousand and eightieth and one thousand and eighty-fifth miles inclusive	80,000
Total	206,000

ESTIMATES FOR SUPPLYING DEFICIENCIES, UNION PACIFIC RAILROAD, OGDEN TO OMAHA.

Ballasting track between Ogden and Echo	$5,000
Ballasting track between Echo and Bryan	70,000
Ballasting track between Bryan and Rawlins	90,000
Ballasting track between Rawlins and Laramie	85,000
Ballasting track between Laramie and Ogallalla	70,000
Ballasting track between Ogallalla and Omaha	116,500
Widening embankments between Ogden and Echo	3,600

Widening embankments between Echo and Bryan	31,500
Widening embankments between Bryan and Rawlins	12,500
Widening embankments between Rawlins and Laramie	6,000
Widening embankments between Laramie and Ogallalla	7,000
Widening embankments between Ogallalla and Columbus	18,000
Widening embankments between Columbus and Omaha	9,000
For freight and passenger depot at the proposed junction with Central Pacific Railroad	10,000
For engine-house of brick or stone at said junction	40,000
For machine-shops at said junction	50,000
For engine-house at Green River of brick or stone in addition to materials already on hand	20,000
For engine-house of brick or stone in the vicinity of Wahsatch or Evanston	20,000
For replacing cottonwood ties in addition to repair account	100,000
Strengthening Papilion bridge	500
Widening pier and changing bridge at Crow Creek	1,000
Rebuilding piers and abutments at Laramie	6,000
For masonry and erecting bridge at the Little Laramie	3,000
For improving abutments at Rock Creek	1,000
For repairing masonry at Medicine Bow bridge	2,500
Rebuilding and repairing masonry of Bitter Creek bridges	21,000
For abutments and piers at Green River	15,000
For widening pier last crossing Black's Fork	1,000
Piers and abutments at Black's Fork, eight hundred and seventy-third mile	3,500
Piers and abutments at Black's Fork, eight hundred and eightieth mile	12,000
Masonry at crossing Big Muddy, eight hundred and ninetieth mile	7,500
Masonry at crossing Big Muddy, eight hundred and ninety-first mile	5,500
Masonry for four straining-beam bridges between nine hundred and forty-sixth and nine hundred and forty-ninth miles, including filling trestles	15,000
For abutments for six 40-foot straining-beam bridges on nine hundred and eighty-fifth to nine hundred and eighty-eight miles, inclusive	2,400
Arch culvert	500
Filling trestle at Weber River bridge	3,000
Filling and replacing with permanent water-ways thirty-five small openings of trestle-work between Ogden and Yellow Creek	14,000
Filling and replacing with permanent water ways ten larger openings between Ogden and Yellow Creek	11,000
Filling two high trestles on nine hundred and seventy-third mile	12,000
Filling two high trestles on nine hundred and seventy-first mile	32,500
Filling trestle on nine hundred and seventieth mile	2,000
Filling two trestles on Yellow Creek	2,200
For abutments, filling, and putting in straining-beam bridges at nine hundred and sixtieth and nine hundred and seventy-sixth miles	2,500
For filling and replacing with permanent water-ways ten small openings of trestle-work between Yellow Creek and Piedmont	2,000
Filling trestle at nine hundred and sixty-eighth mile	500
For abutments, straining-beam bridge, and filling at nine hundred and fifty-sixth mile	1,500
For filling four large trestles between nine hundred and forty-fifth and nine hundred and thirty-fourth miles, inclusive	33,500
For filling and replacing with permanent water-ways seventeen small openings between Piedmont and Bryan	7,000
Abutments at crossing Big Muddy, nine hundred and twenty-seventh mile.	9,000
Abutments at crossing Biddy Muddy, nine hundred and twenty-third mile	3,000
For abutments, bridging, and filling eighteen trestles between Piedmont and Bryan, chiefly over the Muddy	32,600

For filling and putting in three culverts between Piedmont and Bryan....	3,700
For filling and replacing with permanent water-ways forty small openings of trestle-work between Bryan and Rawlings.....	16,000
Filling and replacing with permanent water-ways twenty larger openings between Bryan and Rawlings.....	20,000
Filling and replacing with permanent water-ways sixty small openings of trestle-work between Rawlings and Laramie.....	24,000
Filling and replacing with permanent water-ways seventeen larger openings of trestle-work between Rawlings and Laramie.....	17,000
Filling three other large trestles and putting in culverts between Rawlings and Lamarie.....	25,000
Filling and replacing with permanent water-ways one hundred and twenty-five small openings of trestle-work between Laramie and Ogallalla...	50,000
Filling and replacing with permanent water-ways thirty-seven larger openings of trestle-work between Lamarie and Ogallalla	29,000
Filling eighteen other large trestles between Laramie and Ogallalla.....	50,000
For filling and replacing with permanent water-ways one hundred and fifty small openings between Ogallalla and Omaha	30,000
For filling and replacing with permanent water-ways twenty-five larger openings of trestle-work between Ogallalla and Omaha.....	20,000
To change line to original location at Uintah.....	5,000
To reduce grade or change line near Omaha.....	60,000
Total Promontory to Omaha.....	$1,586,100

SURPLUS MATERIAL AND SUPPLIES.

After examining the lists of rolling stock, material, and supplies on hand submitted by the company, and making a liberal allowance for the immediate future wants of the road, we find they have a surplus amounting to about $1,800,000 in value.

In Appendix B will be found a list of the maps, papers, and statements submitted by this company.

In concluding this report, the Commission desire to state that both the companies are doing a large amount of work on their respective roads, and are day by day bringing them nearer to the standard required by law.

This great line, the value of which to the country is inestimable, and in which every citizen should feel a pride, has been built in half the time allowed by Congress, and is now a good and reliable means of communication between Omaha and Sacramento, well equipped and fully prepared to carry passengers and freight with safety and dispatch, comparing in this respect favorably with a majority of the first class roads in the United States.

Respectfully submitted.

HIRAM WALBRIDGE,
S. M. FENTON,
C. B. COMSTOCK,
E. F. WINSLOW,
J. F. BOYD, *Commissioners.*

Hon. J. D. Cox, Secretary of the Interior.

RETURN

(23*p*)

To an ADDRESS OF THE SENATE, dated 10th February, 1881;—For a copy of the Order in Council, passed in or before the year 1873, fixing Esquimalt as the Western Terminus of the Canadian Pacific Railway.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
22nd February, 1881.

RETURN

(23*q*)

To an ADDRESS OF THE HOUSE OF COMMONS, dated 28th January, 1881;—For copies of all Papers and Correspondence between the Government and the Proprietors of the Haggas Patent Water Elevator for Locomotives, which was furnished to the Government on the first section of the Canadian Pacific Railway west of Thunder Bay, last year.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
25th February, 1881.

RETURN

(23*r*)

To an ADDRESS OF THE HOUSE OF COMMONS, dated 17th February, 1881;—For a copy of all memoranda to Council and Orders in Council relating to the withdrawal of Sandford Fleming from the position of Chief Engineer of the Canadian Pacific Railway. Also, copies of all correspondence between Ministers and between Mr. Fleming and any member of the Government upon the same subject.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
26th February, 1881.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.*]

RETURN

(23*s*)

To an ORDER OF THE HOUSE OF COMMONS, dated 11th February, 1881;—

For a Statement or Estimate of the Quantity and Value of the Iron for Bridging on the Canadian Pacific Railway from Selkirk to Kamloops, and for such information as to the Number, Length and Character of the Bridges as is in the possession of the Government.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 5th March, 1881. *Secretary of State.*

RETURN

(23*t*)

To an ORDER OF THE HOUSE OF COMMONS, dated 9th February, 1881;—

For copies of all correspondence with the Minister of Railways, the late Chief Engineer of the Pacific Railroad, and all other correspondence and documents respecting the claim of C. Horetzky for higher compensation than he has received for his services in exploring the region between the Skeena and Peace Rivers in the year 1879.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 9th March, 1881. *Secretary of State.*

[*In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.*]

(23*u*)

CANADIAN PACIFIC RAILWAY COMPANY, SECRETARY'S OFFICE,
MONTREAL, 25th February, 1881.

SIR,—At the request of the Honorable J. J. C. Abbott, the Counsel of this Company, I beg to transmit herewith, duly certified and sealed with the corporate seal of the Company, an extract from the minutes of the first meeting of the Directors, held on the 17th instant, having reference to the proposed agreement to be entered into between the Government and the Company, on the subject of running powers to be granted under certain circumstances, over a portion of the Canadian Pacific Railway to Callander station, &c.

Mr. Abbott desired me to say that this extract is forwarded to you and the Honorable Sir Alexander Campbell, as the resolutions embodied in it were passed by the Directors at your joint request.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister of Railways.

The Canadian Pacific Railway Company.

EXTRACT from the Minutes of the first meeting of the Directors of the Canadian Pacific Railway Company, held at the Company's office, in Montreal, on Thursday, the 17th day of February, 1881.

And, whereas, in the course of the debate upon the Canadian Pacific Railway Act, certain questions arose, which the Contractors present, at Ottawa, deemed it expedient to meet by agreeing that this Company would enter into certain undertakings with the Government of Canada so soon as it should be organized, and it is expedient to provide for entering into such arrangements, therefore, it is unanimously

Resolved, That this Company is prepared to enter into an agreement with the Dominion Government, to the effect following, that is to say :

If any Company other than the Canada Central Railway Company builds a line from any point on the Canadian Pacific Railway, at or about the Wahnapit River to any point on Lake Huron or Lake Superior, or on the River Ste. Marie, such company shall have running powers over the Canadian Pacific Railway from the point of junction to Callander Station, on condition that such Company shall grant to the Canadian Pacific Railway Company similar and reciprocal running powers over its Railway west of such point of junction.

In the event of the Company purchasing, acquiring, amalgamating with, leasing, or holding, and operating the Canada Central Railway, the said Callander Station shall continue to be a neutral, or receiving and distributing point, common to the Canada Central Railway, and any Railway in the Province of Ontario running southward from said Callander Station. And in that case all traffic to or from any point in the west or north-west, coming from or destined for any such Ontario Railway, shall be carried to or from Callander Station at the same mileage rate as similar traffic to or from such point coming from or destined for the said Canada Central Railway, and such mileage rate shall not be greater than the average rate per mile charged for similar traffic from the point of shipment on the Canadian Pacific Railway to the point of destination on the Canada Central Railway, or from the point of shipment on the said Canada Central Railway to the point of destination on the Canadian Pacific Railway as the case may be.

And for the purposes of this section, the word "traffic" includes, not only passengers and their baggage, goods, animals and things conveyed by railway, but also cars, trucks, and vehicles of any description, adapted for running over any railway, if offered for carriage as freight, but this agreement shall not be construed, as consenting to any running powers by any Railway over the Canadian Pacific Railway.

This agreement to be subject to the conditions as to special rates for the purchasers of land, or for emigrants, or intending emigrants, which are contained in the twenty-fourth section of the charter of this Company.

If at any time the Canada Central Railway should be purchased, acquired, leased in perpetuity by, or amalgamated with this Company, such amalgamation, acquisition, purchase or lease, shall be made subject to the existing legal obligations of that Company, created by its charter, or any amendment thereof, in respect of running powers or traffic arrangements, as well as in respect of the matters and things referred to in the letters patent incorporating this Company.

A true extract,

C. DRINKWATER, *Secretary*.

[Seal.]

(23*v*.)

CANADIAN PACIFIC RAILWAY.

PEMBINA BRANCH.

Statement of amounts required to be voted to meet the Expenditure on the Pembina Branch.

Amount expended from the 30th June, 1880, to 31st December, 1880.....	$101,512 80
Appropriation for 1880-81.....	86,000 00
Over expenditure in 1880-81 to be provided for.....	15,512 80
*Amount possibly required in settlement with Messrs. Kavanagh, Murphy & Ryan, Contractors.....	20,000 00
Land damages unsettled; claims amount to about....	14,000 00
The valuation made by the Appraisers appointed under the C. P. Railway Act is about.....	2,000 00

COLLINGWOOD SCHREIBER.

OTTAWA, 15th March, 1881.

*There being a cross-claim against them and items in dispute.

RETURN

(24)

To an Order of the House of Commons, dated 13th December, 1880 :—

For a Return of the Receipts and Expenditures (in detail) chargeable to the Consolidated Fund, from the 1st day of July to the 1st day of December, in the Years 1879 and 1880, respectively.

RETURN of the Receipts and Expenditures (in detail) chargeable to the in the Years 1879

No.	RECEIPTS.	Total from 1st July to 30th Nov., 1879.	Total from 1st July to 30th Nov., 1880.
		1879-80	**1880-81**
1	Customs	5,611,242 65	7,481,201 64
2	Excise	1,595,188 60	2,258,717 09
3	Post Office	406,146 66	469,227 91
5	Revenue from Public Works	256,930 57	282,015 94
7	do Minor Public Works	1,775 03	2,772 41
9	do Railways	377,141 65	186,293 74
10	Bill Stamp Duty	80,783 26	82,198 91
11	Interest on Investments	56,096 65	89,643 14
12	Casual	19,114 53	44,822 52
13	Ordnance Lands	10,233 15	16,569 04
14	Bank Imposts	655 71	1,951 08
15	Fines and Forfeitures	20,668 87	14,738 28
19	Premium, Discount and Exchange	19,982 14	43,258 47
20	Mariners Fund	16,344 47	25,019 39
21	Harbour Police	11,995 44	19,309 38
23	Steamboat Inspection	2,028 67	2,388 02
25	Gas do	986 00	992 00
26	Fisheries	3,122 59	5,111 58
27	Cullers' Fees	14,365 14	21,987 33
28	Militia	8,786 23	10,982 93
29	Penitentiaries	9,961 59	13,417 41
30	Weights and Measures	1,603 01	12,193 60
31	Marine Hospitals	186 50	13 50
32	Harbour Improvements	1,973 69	1,095 34
33	*Canada Gazette*	196 60	990 27
34	Superannuation Fund	6,871 37	8,950 99
35	Lighthouse and Coast Service	263 31	354 00
36	Dominion Lands	23,229 16	40,249 38
38	Military College	7,200 38	8,933 41
39	Law Stamps	.....	370 49
40	Law Fees, Maritime Court, Ont	.....	91 25
41	Supreme Court Reports	217 89	2,681 55
42	Intercolonial Railway, Receipts Suspense Account	*373,802 71	*686,867 73
43	P. E. Island do do do	†26,122 62	†43,041 67
44	Pacific do do do	.....	136,179 82
45	Windsor Branch, Intercolonial Railway	.....	10,738 77
	Total Consolidated Fund	8,965,216 84	12,025,369 98

* Transfers to Revenue made to end of September.
* Transfers made to end of July.
† Transfers made to end of October.
† Transfers made to end September.

Consolidated Fund, from the 1st day of July to the 1st day of December, and 1880, respectively.

No.	Payments.	Total from 1st July to 30th Nov., 1879.	Total from 1st July to 30th Nov., 1880.
		1879-80	**1880-81**
1	Interest on Public Debt	2,215,185 68	2,216,180 11
8	Charges of Management	41,733 28	54,449 91
9	Sinking Fund	514,034 60	518,299 93
21	Premium, Discount and Exchange	24,886 00	14,655 34
24	Civil Government	360,501 26	370,492 90
27	Administration of Justice	179,721 21	189,972 01
28	Police	3,691 71	5,512 98
29	Legislation	33,514 56	83,459 15
30	Penitentiaries	86,022 62	109,955 54
31	Arts, Agriculture and Statistics	8,908 56	8,950 90
32	Census, 1881	570 00	2,438 97
33	Immigration and Quarantine	73,214 74	106,763 33
34	Pensions	56,389 16	49,462 78
35	Superannuation	37,382 04	47,323 16
36	Militia and Enrolled Forces	401,703 98	340,869 12
37	Mounted Police, Manitoba	179,861 93	168,065 13
38	Money Order Commission	4,350 57	5,666 11
39-40	Public Works and Buildings	540,136 68	594,087 30
41	Ocean and River Service	159,866 51	148,944 07
42	Lighthouse and Coast Service	130,153 99	150,650 22
43	Fisheries	15,698 77	19,981 84
44	Geological Survey	19,987 31	21,883 08
45	Marine Hospital and Sick Mariners	14,607 37	11,916 89
46	Steamboat Inspection	2,541 20	3,701 28
47	Insurance do	.....	3,507 91
48	Maintenance of Local Offices	2,221 70	2,624 35
49	Scientific Institutions	13 066 11	13,797 14
50	Dominion Lands	35,176 37	24,684 81
51	Culling Timber	20,922 15	21,151 81
52	Sydney Exhibition	750 00	.....
53	Subsidies to Provinces	1,867,002 15	1,904,481 72
61	Paris Exhibition	142 37	138 00
62	Indians	385,486 61	277,358 81
63	Miscellaneous	16,836 25	8,362 62
65	Charges on Revenue :—		
66	Customs	301,432 26	303,763 06
67	Excise	105.969 58	84,534 09
68	Weights and Measures	14,393 60	24,723 69
69	Inspection of Staples	465 20	547 34
70	Adulteration of Food	2,341 50	448 50
71	Post Office	732,679 12	772,903 63
72	Public Works	200,293 93	202,732 55
73	Pacific Railway Commission	.....	50 00
74	Railways Working Expenses	* 432,651 01	† 216,488 68
78	Minor Revenues	6,196 43	8,698 52
	Total Consolidated Fund	9,242,690 15	9,114,679 33

* Represents transfers for Intercolonial Railway to the end of September, and for Prince Edward Island Railway to the end of October.

† Represents transfers for Intercolonial Railway to the end of July, and for Prince Edward Island Railway to the end of September.

STATEMENT

(25)

Of all Allowances and Gratuities granted under the Act 33 Vic., chap. 4, intituled "An Act for better ensuring the efficiency of the Civil Service of Canada, by providing for the Superannuation of persons employed therein in certain cases."

Dates of Orders in Council.	Names of Grantees.	Office when Superannuated.	Annual Allowances.	Gratuities.
			$ cts.	$ cts.
1880.....	.....	As per Return to Parliament dated 18th February, 1880	143,614 26	20,610 65
Mar. 23	Daniel Hanvey.....	Deputy Collector of Inland Revenue, St. Thomas, Ont.....	420 00	
April 12	E. Dagneault.....	Accountant, St. Vincent de Paul Penitentiary.....	188 00	
do 12	Michel Hénault.....	Lock laborer, Beauharnois Canal.....	174 25	
do 12	M. D. McKenna.....	Lighthouse-keeper, McNutt's Island, N.S.	184 32	
do 12	J. O. Benoit.....	Railway Mail Clerk, Montreal.....	211 20	
do 12	Benjamin T. Heney..	Lighthouse-keeper, Flint Island, N.S.....	110 00	
do 12	Darius Smith.....	Superintendent of Lights above Montreal.	250 80	
May 3	Joseph Pratt, M.D.....	Surgeon, St. Vincent de Paul Penitentiary	279 36	
do 3	J. J. Fox.....	Collector of Customs, Magdalen Islands ..	840 00	
do 3	John Norton.....	Lighthouse-keeper, Lake St. Louis	270 00	
do 3	Hy. J. G. Forbes.....	Customs Officer, Port Hope	578 00	
do 3	T. C. Crowell	Keeper of Lighthouse at Seal Island, N.S.	201 40	
do 3	Chas. Firth.....	do Coffin's Island, N.S.	135 00	
do 3	James Malpass.....	Lockmaster, Welland Canal	267 40	
do 3	John Cochrane	Preventive Officer, Richibucto, N.B	84 00	
do 3	Thomas Turner.....	Lockmaster, Welland Canal	182 69	
do 3	Edward Hanley.....	Ferryman do	219 95	
June 19	William Wallace.....	Collector of Hillsboro', N.B	406 00	
do 19	Jas. G. Richardson.....	Field Geologist, Geological Survey, Montreal.....	1,088 00	
do 19	Robt. Barlow.....	Chief Draughtsman, Geological Survey, Montreal	850 00	
do 19	E. Steacy.....	Messenger, House of Commons.....	286 00	
do 19	E. Durocher	do do	178 50	
do 19	V. Brice.....	do do	192 00	
do 23	H. J. Thorne, sen	Postmaster, Fredericton, N.B	700 00	
July 5	Edward Thivierge	Lighthouse-keeper, Bellechase	140 60	
do 5	P. Proulx	do Killarney.....	143 00	
Aug. 17	Joseph Chabot.....	do Pt St. Laurent.....	72 00	
Oct. 8	Lt.-Col. Thos. Wily.....	Director-General of Military Stores	1,232 00	
do 8	Duncan McG. Lambert...	Lighthouse-keeper, Chantry Island, Lake Huron	253 00	
do 8	Cyrille Junot.....	Clerk in the Militia Department, Ottawa.	420 00	
do 15	John A. McDonald.....	District Inspector, Inland Revenue, P.E.I.	288 00	
do 15	James Tobin.....	Lock Laborer, Cornwall Canal.....	158 60	
do 27	F. Lewis.....	Clerk in the Finance Department.....	1,008 00	
do 27	Alfred Patrick.....	Clerk of the House of Commons.....	2,380 00	
Nov. 19	Geo. P. Dickson.....	Inspector of Inland Revenue, Toronto.....	1,188 00	
do 19	Edward Labassière.....	Lockmaster, Chambly Canal	282 20	
do 19	S. S. Walsh.....	Landing Waiter, Guelph	462 00	
do 19	Lt.-Col. T. W. Magrath..	do Clifton	455 00	
do 19	James Wallace	Shipping Officer, Halifax	192 00	
Dec. 3	Alexander McNab.....	Chief Engineer, P.E I. Railway.....	1,715 00	
do 3	P. O'Reilly.....	Letter Carrier, Montreal	302 40	
April 12	Patrick Mullens.....	Sub-Collector of Customs, South Bar, N.S.	.....	90 62
do 12	Capt Ed. Roche.....	Superintendent of Lights, N.S.....	.....	300 00
July 5	F. J. Falding	Clerk in the Department of Justice.....	.....	650 00
Aug. 17	Thos. McGoey.....	Boom-master, Gatineau Station.....	.....	333 33
do 17	John Foster.....	Gauger, Charlottetown, P.E I.....	.....	333 28
Oct. 15	C. Desormiers	Post Office Clerk, Winnipeg.....	.....	275 00
May 12	T. H. Allen.....	Clerk in the Department of Public Works.	.....	833 33
		Totals.....	$162,602 93	$23,426 21

2.—STATEMENT shewing the names of Officers placed on the Retired List, upon the abolition of their Offices, and the Annual Salaries previously paid to such Officers.

Names.	Officers.	Annual Salaries.
		$ cts.
Cyrille Junot	Clerk in the Militia Department, Ottawa	1,000 00
Joseph Pratt, M.D	Surgeon, St. Vincent de Paul Penitentiary	600 00
James G. Richardson	Field Geologist, Geological Survey, Montreal	1,600 00
Robert Barlow	Chief Draughtsman	1,250 00
Patrick Mullens	Sub-Collector of Customs, South Bar, N.S.	150 00
	Total	$4,600 00

3.—STATEMENT shewing the Allowances which have lapsed by death or otherwise since the date of last Return.

Names.	Cause of Lapse.	Annual Allowances.
		$ cts.
N. Campbell	Death	214 32
T. W. Crowe	do	41 88
Wm. Cochrane	do	127 80
Donald Currie	do	396 00
T. R. De Wolfe	do	718 20
John Green	do	288 84
Henry Higgins	do	252 00
J. B. Lacroix	do	158 40
J. Lamb	do	473 16
James Muir	do	218 52
Robert Oliver	do	980 00
Thomas Price	do	210 72
Jean Roy	do	151 08
C. E. Ratchford	do	481 32
F. Rousseau	do	282 20
R. H. Russell	do	705 60
Darius Smith	do	250 80
Thomas Vaux	do	1,400 00
Wm. O'Leary	do	173 16
H. E. Dibblee	do	700 00
M. Dixon	do	392 04
P. C. Racine	do	394 80
John Norton	do	270 00
	Total	9,280 84

4.—STATEMENT of the cases in which (since last Return) Additions have been made to the actual number of Years' Services of persons employed in the Civil Service, who have been superannuated.

Persons Superannuated.	Number of Years added.	Authority.
Daniel Hanvey	5	Order in Council, 23rd March, 1880.
E. Dagneault	3	do 12th April, 1880.
Joseph Pratt, M.D	10	do 3rd May, 1880.
J. J. Fox	7	do do
Hy. J. Thorne	2	do 23rd June, 1880.
F. Lewis	5	do 27th October, 1880.
Robt. Barlow	5	do 19th Nov., 1880.
Geo. P. Dickson	10	do 30th do
Alexander McNab	10	do 3rd Dec, 1880.

5.—STATEMENT of Receipts and Payments—Superannuation Fund.

	Receipts.	Payments.
	$ cts.	$ cts.
To 30th June, 1879, as per Return dated 18th February, 1880	391,922 66	673,065 11
During year ended 30th June, 1880	43,531 80	127,792 22
Totals	435,454 46	800,857 33

J. M. COURTNEY,
Deputy Minister of Finance.

FINANCE DEPARTMENT,
OTTAWA, 17th December, 1880.

RETURN

(26)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1880;—For a Return showing the quantity of Sugars sent over the Intercolonial Railway from Halifax to all other places in the Dominion, in the year ending 31st December, 1878, and in the year ending 11th March, 1880, and the Rates of Freight, distinguishing the Sugar imported from Great Britain, the West Indies, Brazil and other countries. Such Return to show also the quantity of Sugar conveyed by Vessels to the Port of Montreal from Halifax and Quebec.

By Command,

J. C. AIKINS,
Secretary of State.

Department of the Secretary of State,
5th May, 1880.

STATEMENT shewing the quantity of Sugar (dutiable or otherwise) conveyed by Vessels to the Port of Montreal from the Ports of Halifax and Quebec, for the Years ending 31st December, 1878, and 11th March, 1880, respectively.

From	Quantity of Sugar conveyed by Vessels to the Port of Montreal.		
	Year ending 31st December, 1878.	Year ending 11th March, 1880.	Total.
	Lbs.	Lbs.	Lbs.
Halifax	.....	1,374,370	1,374,370
Quebec	654,705	838,004	1,492,708
Total	654,705	2,212,373	2,867,078

J. JOHNSON,
Commissioner of Customs.

Customs Department,
Ottawa, 17th April, 1880.

STATEMENT of Sugar forwarded from Halifax Station, for Twelve Months ending 31st December, 1878.

Date.	Consignor.	Consignee.	Destination.	Quantity.				Weight.
				Hhds.	Tierces.	Brls.	Bags.	
1878.								Lbs.
Jan. 7	"Polynesian"	Sundry.	Montreal	29	.....	.....	.....	46 340
			Toronto	28	.....	.....	.....	45.136
			Hamilton	45	.....	.....	.....	65,660
			Brantford	50	.....	.....	.....	85,820
			London	26	.....	.....	.....	45,416
			St John, I.C.R.	30	.....	.....	.....	43,064
do 8	"Sardinian"	Sundry.	Ottawa	61	.....	.....	.....	93,794
			Kingston	26	.....	.....	.....	39,872
			Hamilton	11	.....	.....	.....	16,240
do 24	"Scandinavian"	Sundry	Point Levi	74	.....	.....	.....	125,200
			Montreal	44	.....	.....	.....	78,900
			Ottawa	8	.....	.....	.....	13,644
			Kingston	25	.....	.....	.....	44,240
			Toronto	10	.....	.....	.....	13,888
			Suspension Bridge	27	.....	.....	.....	47,600
			Hamilton	20	.....	.....	.....	31,220
			London	11	.....	.....	.....	14,000
			St. John, I.C.R	14	.....	.....	.....	23,828
do 29	"Sarmatian"	Sundry	Point Lévi	19	.....	.....	.....	27,692
			Montreal	52	.....	.....	.....	56,059
			Ottawa	25	.....	.....	...	42,559
			Toronto	2	.....	.....	.....	3,024
			Sundry, I.C.R.	25	.....	.....	.....	35,792
do 31	Sundry.	Sundry	do	29	1	195	3	99,648
	Monthly Total...			691	1	195	3	1,138,436
Feb. 5	"Peruvian"	Sundry	Montreal	....	.....	.....	10	2,240
do 13	"Austrian"	do	do	10	.....	.....	.....	16,408
			Kingston	14	.....	.....	.....	21,336
do 20	"Circassian"	Sundry	Montreal	122	.....	.....	.....	185,632
			Ottawa	13	.....	.....	.....	20,720
			Kingston	25	.....	.....	.....	41,944
			St John, I.C.R.	5	.....	.....	.....	8,407
do 28	"Nova Scotian"	Sundry	Toronto	49	.....	.....	.....	70,404
			Montreal	39	.....	.....	.....	76,192
			Amherst, I.C.R.	7	.....	.....	.....	12,227
do 28	Sundry	Sundry	Sundry St'ns, I.C.R.	27	....	95	9	91,835
	Monthly Total...			311	.....	95	19	547,345
March 6	"Polynesian"	Sundry	Montreal	45	.....	.....	.....	66,136
			Brockville	2	.....	.....	.....	2,240
			Kingston	34	.....	.....	.....	47,320
			Hamilton	10	.....	.....	.....	15,008
do 13	"Hibernian"	Sundry	Kingston	15	.....	.....	.....	23,968
do 18	"Moravian"	do	Shediac	2	.....	.....	.....	3,332
	"Sardinian"	do	Toronto	10	.....	.....	.....	14,336
			Hamilton	12	.....	.....	.....	16,016
			Sundry St'ns, I.C.R	81	.....	.....	.....	122,892
do 27	"Devonia"	Sundry	Montreal	65	.....	.....	...	113,143
			Kingston	10	.....	.....	.....	13,664
			Toronto	110	.....	.....	.....	171,107
			Hamilton	48	.....	.....	.....	76,048
			London	24	.....	.....	.....	39,847
			St. John, I.C.R.	40	.....	.....	.....	63,050
do 30	"Peruvian"	Sundry.	Sundry St'ns, I.C.R.	38	.....	.....	.....	53,766
do 31	Sundry.	do	do	20	.....	230	11	98,029
	Monthly Total...			566	.....	230	11	939,902

STATEMENT of Sugar forwarded from Halifax Station, &c.—*Continued.*

Date.	Consignor.	Consignee.	Destination.	Quantity.				Weight.
				Hhds.	Tierces.	Brls.	Bags.	
1878.								Lbs.
April 10	"California"	Sundry	Montreal	77	.....	.....	.....	106,215
			Toronto	35	.....	.....	.....	60,608
			Hamilton	91	.....	.....	.....	147,941
			Clifton	52	.....	.....	.....	70,688
			London	28	.....	.....	.....	40,656
			St. John, I.C.R.	79	.....	.....	.....	130,045
do 16	"Polynesian"	Sundry	Montreal	15	.....	.....	.....	21,280
			Toronto	10	.....	.....	.....	12,520
			Brantford	10	.....	.....	.....	18,704
			London	4	.....	.....	.....	6,724
			St. John, I.C.R.	9	.....	.....	.....	4,593
			Montreal	5	.....	.....	.....	7,896
			Kingston	10	.....	.....	.....	13,440
			Hamilton	10	.....	.....	.....	16,800
			Sundry, I.C.R	24	.....	.....	.....	35,066
do 27	J. S. McLean & Co	Jardine & Co	St. John, I.C.R.	14	.....	.....	.....	21,700
do 28	"Austrian"	Sundry	Sundry St'ns, I.C.R.	40	.....	.....	.....	58,243
do 30	Sundry	do	do do	31	.....	175	.....	95,770
	Monthly Total			544	.....	175	.....	868,889
May 12	"Nova Scotian"	Sundry	St. John, I C.R.	38	.....	.....	.....	51,128
do 24	"Hibernian"	do	do	134	.....	.....	.....	176,146
do 31	Sundry	do	Sundry St'ns, I.C.R.	41	.....	311	.....	134,450
	Monthly Total			213	.....	311	.....	361,724
June 7	"Caspian"	Sundry	Sundry St'ns, I.C.R.	108	.....	.....	.....	172,340
do 21	"Nova Scotian"	do	do do	121	.....	.....	.....	203,685
do 22	W. Cronan	Order	Montreal	73	.....	.....	.....	116,160
do 29	Will Hare	do	do	76	.....	.....	.....	110,610
do 29	Tobin & Co	Burton Bros	St John, I C.R.	15	.....	.....	.....	21,430
do 30	Sundry	Sundry	Sundry St'ns, I.C.R.	42	2	274	4	138,825
	Monthly Total			435	2	274	4	763,050
July 22	J. T. & A. W. West	Order	Montreal	121	.....	.....	.....	174,720
do 4	"Hibernian"	Sundry	St. John, I.C.R.	86	.....	.....	.....	137,994
do 19	"Caspian"	do	do	54	.....	.....	.....	89,071
do 31	Sundry	do	Sundry St'ns., I.C.R.	80	.....	548	4	266,326
	Monthly Total			341	.....	548	4	678,111
Aug. 2	"Nova Scotian"	Sundry	St. John, I.C.R.	163	.....	.....	.....	269,833
			Moncton do	11	.....	.....	.....	17,475
do 17	"Hibernian"	do	Sundry do	54	.....	.....	.....	109,420
do 26	"Canadian"		St. John do	32	.....	.....	.....	55,776
do 30	"Caspian"		do do	43	.....	.....	.....	71,944
do 31	Sundry		Sundry St'ns., I.C.R.	71	.....	381	.....	209,845
	Monthly Total			374	.....	381	.....	734,293
Sept. 10	"Waldensian"	Sundry	St. John, I.C.R.	78	.....	.....	.....	129,647
do 26	"Mississippi"		do	68	.....	.....	.....	99,988
do 27	"Corinthian"		Sundry, I.C.R.	40	.....	.....	.....	79,236
do 28	"Hibernian"		St. John, do	10	.....	.....	.....	15,440
do 30	Sundry	Sundry	Sundry St'ns., I.C.R.	50	.....	406	.....	190,240
	Monthly Total			246	.....	406	.....	514,551

STATEMENT of Sugar forwarded from Halifax Station, &c.—*Concluded.*

Date.	Consignor.	Consignee.	Destination.	Quantity.				Weight.
				Hhds.	Tierces.	Brls.	Bags.	
1878.								Lbs.
Oct. 4	"Canadian"	Sundry	Sundry, I.C.R.	10				16,296
do 14	R. J. Hart & Co.	McGregor & Son	New Glasgow	15				20,860
do 25	"Nova Scotian"	Sundry	St. John, I.C.R.	107				135,146
do 31	Sundry	do	Sundry St'ns, I.C.R.	63		398	2	207,410
	Monthly Total			195		398	2	379,712
Nov. 7	"Mississippi"	Sundry	St. John, I.C.R.	52				76,614
do 8	"Hibernian"	do	do	111				181,894
do 21	"Quebec"		do	25				42,980
do 22	"Caspian"		do	15				21,055
do 30	Sundry	Sundry	Sundry St'ns, I.C.R.	38		308	2	134,760
	Monthly Total			241		308	2	457,303
Dec. 5	"Dominion"	Sundry	St. John, I.C.R.	23				37,296
do 6	"Moravian"		do	16				28,672
do 7	"Nova Scotian"		do	19				33,692
do 9	McLean & Co.	Carvell Bros.	Pictou Landing	14				20,000
do 21	"Ontario"	Sundry	St. John, I.C.R.	18				33,096
do 19	"Sardinian"		do	22				43,692
do 31	Sundry	Sundry	Sundry St'ns., I.C.R.	51		415	1	229,600
	Monthly Total			163		415	1	426,048

RECAPITULATION FOR 1878.

	Hhds.	Tierces.	Brls.	Bags.	Weight.
					Lbs.
January	691	1	195	3	1,138,436
February	311		95	19	547,345
March	566		230	11	939,902
April	544		175		868,889
May	213		311		361,724
June	435	2	274	4	763,050
July	341		548	4	678,111
August	374		381		734,293
September	246		406		514,551
October	195		398	2	379,712
November	241		308	2	457,303
December	163		415	1	426,048
Yearly Total	4,320	3	3,736	46	7,809,364
Tons					$3,904\frac{1364}{2000}$

STATEMENT of Sugar forwarded from Halifax Station, for Twelve Months ending 31st December, 1879.

Date.	Consignor.	Consignee.	Destination.	Quantity.				Weight.
				Hhds.	Tierces.	Brls.	Bags.	
1879.								Lbs.
Jan. 6	"Austrian"	Sundry	St. John, I.C.R.	5	...	...	...	6,832
do 12	"Sarmatian"	do	Moncton do	11	...	...	...	17,724
do 17	"Dominion"	do	St. John do	5	...	...	...	9,044
do 22	"Nova Scotian"	do	do do	28	...	...	...	46,900
do 23	"Ontario"	do	do do	23	...	...	...	36,983
do 31	Sundry	do	Sundry St'ns, I.C.R.	26	...	279	...	117,010
	Monthly Total...			93	...	279	...	234,498
Feb. 1	"Sardinian"	Sundry	St. John, I.C.R.	21	...	3	...	34,048
do 9	"Polynesian"	do	do do	40	...	...	...	67,760
	"Hibernian"	do	Point Lévis	18	..	...	...	34,580
do 28	Sundry	do	Sundry St'ns, I.C.R.	19	...	195	...	79,500
	Monthly Total...			98	...	198	...	215,888
March 2	"Moravian"	Sundry	St. John, I.C.R.	20	21	...	...	68,560
do 6	"Quebec"	do	do do	37	...	...	...	54,416
do 13	"Circassian"	do	Montreal	1	...	...	...	560
do 13	do	do	St. John, I.C.R	44	...	...	...	69,244
do 14	"Dominion"	do	do do	59	...	...	...	96,068
do 17	"Caspian"	do	do do	10	...	...	...	15,680
do 26	"Manitoban"	do	Sundry do	31	...	...	...	47,991
do 28	"Mississippi"	do	St. John do	51	...	...	...	71,652
do 31	Sundry	do	Sundry St'ns, I.C.R.	27	...	293	...	118,965
	Monthly Total...			280	21	293	...	543,136
April 15	"Hibernian"	Sundry	St. John, I.C.R.	14	...	...	...	22,624
do 20	"Lucerne"	do	do do	83	...	...	...	118,244
do 22	do	do	Toronto	23	...	...	...	30,645
do 22	do	do	Hamilton	53	...	...	...	79,399
do 24	"Texas"	do	St. John, I.C.R.	52	...	...	...	86,604
do 30	Bremner & Hart	J. Redpath & Son	Montreal	417	...	56	...	712,590
do 30	Sundry	Sundry	Sundry St'ns, I.C.R.	36	...	148	...	122,330
	Monthly Total...			678	...	204	...	1,172,436
May 10	"Austrian"	Sundry	St. John, I.C.R.	10	...	...	...	17,052
do 19	D. Cronan	J. Redpath & Son	Montreal	32	...	28	...	55,673
do 24	"Hibernian"	Sundry	St. John, I.C.R.	76	...	40	...	139,776
do 31	Bremner & Hart	J. Redpath & Son	Montreal	302	...	131	...	560,451
do 31	Sundry	Sundry	Sundry St'ns, I.C.R.	35	...	181	...	123,230
	Monthly Total...			455	...	390	...	896,182
June 3	"Lucerne"	Sundry	St. John, I.C.R	254	..	...	50	409,669
do 3	do	do	Truro do	10	...	...	...	18,536
do 5	"Teutonia"	do	St. John do	15	...	...	...	21,784
do 26	Bremner & Hart	J. Redpath & Son	Montreal	417	...	56	...	712,590
do 20	"Caspian"	Sundry	St. John, I.C.R	20	...	...	...	41,401
do 30	Sundry	do	Sundry St'ns, I.C.R.	54	...	234	...	148,565
	Monthly Total...			770	...	290	50	1,352,545
July 5	"Hibernian"	Sundry	St. John, I.C.R	86	...	...	...	136,353
do 10	"Dominion"	do	do do	69	...	...	...	113,120
do 18	"Nova Scotian"	do	Sundry do	10	...	...	...	15,701
do 18	do	do	Pictou Landing	20	...	...	...	29,838
do 22	A. G. Jones	Jardine & Co	St. John, I.C.R	15	...	...	...	21,700
do 24	C. J. Wilde	L. H. Deveber	do do	25	...	...	...	35,930

STATEMENT of Sugar forwarded from Halifax, &c.—*Continued.*

Date.	Consignor.	Consignee.	Destination.	Quantity.				Weight.
				Hhds.	Tierces.	Brls.	Bags.	
1879.								Lbs.
July 30	D. Cronan	J. Redpath & Son	Montreal	60	...	...	...	87,917
do 31	Bremner & Hart.	do	do	292	...	33	...	490,982
do 31	Sundry	Sundry	Sundry St'ns, I.C.R.	62	...	344	...	193,220
	Monthly Total ...			639	...	377	...	1,124,761
Aug. 1	"Caspian"	Sundry	St. John, I.C.R	38	...	...	...	58,064
do 5	A. G. Jones	Jardine & Co.	do do	15	...	...	...	21,520
do 8	— Wests	Order	Montreal	101	...	...	...	159,533
do 12	D. Cronan	Jardine & Co.	St. John, I.C.R.	20	...	...	...	28,870
do 13	do	J. Redpath & Son	Montreal.	112	...	...	...	168.942
do 13	Bremner & Hart.	Jardine & Co	St. John, I.C.R.	15	...	...	...	22,725
do 16	do	J. Redpath & Son	Montreal.	478	...	12	...	780,171
do 11	"Nestorian"	Sundry	St. John, I.C.R.	101	...	...	...	157,322
do 15	"Hibernian"	do	do do	20	...	...	...	39,368
do 18	R. Boak & Son	J. Redpath & Son	Montreal	114	...	...	...	259,681
do 19	G. P. Mitchell & Son	do	do	170	...	100	...	206,341
do 21	C. J. Wilde	L. H. Deveber	St. John, I.C.R	20	...	...	...	42,780
do 21	"Quebec"	Sundry	do do	51	...	...	...	84,280
do 24	"Prussian"	do	do do	60	...	...	...	92,9-6
do 24	do		Truro do	10	...	...	...	17,080
do 25	Bremner & Hart.	Alex. Harvey	Hamilton	80	11	35	...	183,340
do 31	Sundry	Sundry	Sundry St'ns, I.C.R.	124	...	273	...	265,390
	Monthly Total...			1535	11	420	...	2,585,393
Sept. 2	Bremner & Hart.	J. Redpath & Son	Montreal	139	...	41	...	233,916
do 2	Jno Taylor & Co.	St. Law. Refining Co.	do	25	...	...	...	40,072
do 5	G. P. Mitchell & Son	Canada do	do	186	...	50	...	253,581
do 7	"Scandinavian"	Sundry.	Sundry, I.C.R.	22	...	...	...	35,266
do 25	D. Cronan	Canada Refining Co.	Montreal	257	...	...	...	406,340
do 22	"Nestorian"	Sundry	Sundry, I.C.R.	50	...	...	...	80,786
do 27	"Hibernian"	do	St. John do	11	...	...	...	16,994
do 30	Sundry	do	Sundry St'ns, I.C.R.	59	...	263	...	159,860
	Monthly Total...			749	...	354	...	1,226,815
Oct. 2	Bremner & Hart.	J. Redpath & Son	Montreal	177	...	69	...	331,700
do 6	A. G. Jones & Co.	Canada Refining Co.	do	238	...	23	...	453,800
do 7	D. Cronan	Tiffin Bros.	do	53	...	...	...	80,350
do 8	Bark "Scotland"	Canada Refining Co.,	do	607	...	...	...	973,030
do 10	"Nova Scotian"	Sundry	Sundry St'ns, I.C.R.	45	...	...	...	78,596
do 11	J. Baldwin.	St. Law. Refining Co.	Montreal	14	...	...	...	21,617
do 17	"Scandinavian"	Sundry.	St John, I.C.R.	35	...	...	...	60,312
do 17	J. T. & A. W. West	J. Redpath & Son	Montreal	104	...	...	...	165,122
do 20	R. McLea.	J. & R. McLea.	do	9	...	...	...	18,370
do 20	R. Boak & Son	Canada Refining Co.	do	165	...	213	...	373,240
do 20	G. P. Mitchell & Son	St. Lawrence do	do	187	...	...	...	247,911
do 21	Bremner & Hart.	Canada do	do	125	...	128	...	273,983
do 21	J. S. Cochrane	G. S. Deforest	St. John, I.C.R	14	...	...	...	20,320
do 21	do	Gilbert Burt & Co.	do	28	...	...	...	40,620
do 22	do	Barbour Bros.	do	14	...	...	...	20,610
do 22	do	White & Titus	do	14	...	...	...	20,900
do 22	J. T. & A. W. West	J. & W. F. Harrison.	do	110	5	...	...	153,670
do 22	J. S. Cochrane	Logan, Lindsay & Co.	do	14	...	...	...	20,380
do 25	"Caspian"	Sundry	Sundry St'ns, I.C.R.	87	...	...	...	145,852
do 23	C. Thompson	Order	Quebec.	83	...	48	...	134,100
do 27	J. Butler & Co.	Canada Refining Co.	Montreal	935	...	152	...	1,474,030
do 31	G. P. Mitchell & Son	J. & R. McLea.	do	88	...	...	...	140,561

STATEMENT of Sugar forwarded from Halifax Station, &c.—*Concluded.*

Date.	Consignor.	Consignee.	Destination.	Quantity. Hhds.	Tierces.	Brls.	Bags.	Weight.
1879.								Lbs.
Oct. 31	"Mississippi"	Sundry	St. John, I.C.R.	78	...	.....	...	130,564
do 31	Sundry..	do	Sundry St'ns, I.C.R...	67	...	289	...	183,545
	Monthly Total...			3291	5	922	...	5,563,183
Nov. 8	"Hibernian".	Sundry	St. John, I.C.R.	20	...	.....	...	33,768
do 12	Jno. Tobin & Co	W. P. Howland & Co.	Toronto.	10	...	.....	...	22,128
do 19	R. J. Hart	J. & W. F. Harrison..	St. John, I.C.R.	21	...	.....	...	30,560
do 22	Jno. Tobin & Co	Tiffin Bros.	Montreal	50	...	.....	...	109,313
do 22	J. & R. B Seeton.	J & R McLea.	do	10	...	.....	...	21,820
do 24	"Nova Scotian"	Sundry	do	15	...	.....	...	21,184
do 27	"Phœnician"	do	St. John, I.C.R	44	...	.....	...	71,938
do 28	G. P. Mitchell	J. & R. McLea	Montreal	88	...	.....	...	142,374
do 28	do	J. & J Stewart	Toronto..	65	...	.....	...	95,653
do 30	Sundry.	Sundry.	Sundry St'ns, I.C.R...	60	...	193	...	145,885
	Monthly Total...			383	...	193	...	694,623
Dec. 8	"Moravian"	Sundry	Point Lévis	7	...	..	...	10,836
do 23	R. J. Hart & Co	Tiffin Bros.	Montreal	106	...	214	...	234,440
do 23	"Sarmatian".	Sundry	St. John, I.C.R...	.....	...	.....	10	2,240
do 31	Sundry	do	Sundry St'ns, I.C.R...	107	...	197	...	214,340
	Monthly Total...			220	...	411	10	461,856

RECAPITULATION FOR 1879.

	Hhds.	Tierces.	Brls.	Bags.	Weight..
					Lbs.
January	98		279		234,498
February	98		198		215,888
March	280	21	293		543,136
April.	678		204		1,172,436
May	455		390		896,182
June	770		290	50	1,352,545
July	639		377		1,124,761
August	1,535	11	420		2,585,393
September.	749		354		1,226,815
October	3,291	5	922		5,563,183
November	383		193		694,623
December.	220		411	10	461,856
Yearly Total	9,197	37	4,331	60	16,071,316
Tons					$8,035\frac{1316}{2000}$

STATEMENT of Sugar forwarded from Halifax Station, during the Three Months ending 31st March, 1880.

Date.	Consignor.	Consignee.	Destination.	Quantity.				Weight.
				Hhds.	Tierces.	Brls.	Bags.	
1880.								Lbs.
Jan. 6	G. P. Mitchell	Jas. Turner & Co	Hamilton	34	...	.....	.....	74,077
do 6	do	Alex. Harvey & Co	do	25	...	.....	.....	50 493
do 7	do	Brown, Routh & Co	do	25	...	.....	.....	36,318
do 15	John Tobin & Co	Tiffin Bros	Montreal	20	15	.....	.....	58,421
do 17	Bremner & Hart	J Redpath & Son	do	74	4	265	.....	219,276
do 21	G. P. Mitchell & Son	Reid, Golding & Co	Hamilton	15	...	.....		24,122
do 23	do	G. Watts & Son	Brantford	20	...	.....	.....	30,555
do 31	do	Brown, Routh & Co	Hamilton	15	...	.....	.....	21,315
do 10	"Austrian"	Sundry	St. John, I.C.R	45	...	.....	.....	77,112
do 24	"Manitoban"	do	do do	28	...	.....	.....	44,352
do 31	Sundry	do	Sundry St'ns, I.C.R	40	...	196	.....	103,585
	Monthly Total			341	19	461	.....	739,626
Feb. 4	"Sarmatian"	Sundry	Hamilton	20	...	.....	.....	29,456
do 18	Bremner & Hart	Canada Refining Co	Montreal	85	...	200	.....	202,977
do 19	"Austrian"	Sundry	Sundry St'ns, I.C.R	47	...	.....	.....	77,816
do 20	"Hibernian"	do	St John, I C.R	12	...	.....	.....	16,978
do 25	"Waldensian"	do	do do	44	...	.....	.....	80,416
do 29	Sundry	do	Sundry St'ns, I.C.R	42	...	173	..	108,800
	Monthly Total			250	...	373	.....	516,443
March 2	Bremner & Hart	Canada Refining Co	Montreal	270	...	70	51	466,519
do 15	S. Cunard & Co	Gillespie Manuf. Co.	do	24	25	168	.....	134,040
do 15	"Wapiti"	Canada Refining Co	do	454	...	... ..	.....	736,106
do 16	J. Butler & Co	Hand, M. & M	do	220	...	.....	.....	309,621
do 23	"Wheatfield"	Canada Refining Co	do	2383	...	190	581	4,549,750
do 25	J. Baldwin & Co	Tiffin Bros.	do	16	...	.....	.....	23,450
do 30	J. Butler & Co	St. Lawrence Ref'g Co	do	143	...	112	.....	304,029
do 19	"Prussian"	Sundry	St. John, I.C.R	65	...	.....	.....	66,783
do 19	"Scandinavian"	do	Sundry do	76	...	.....	.....	133,224
do 27	"Austrian"	do	do do	49	...	.....	.....	82,559
do 31	Sundry	do	do do	30	...	281	.....	119,230
	Monthly Total			3730	25	821	632	6,925,311

RECAPITULATION FOR THREE MONTHS OF 1880.

—	Hhds.	Tierces.	Brls.	Bags.	Weight.	Weight.
					Lbs.	Tons.
January	341	19	461	.....	739,626	.....
February	250	.....	373	.....	516,443	.....
March	3,730	25	821	532	6,925,311	.....
Quarterly Total	4,321	44	1,655	532	8,181,380	4,090 $\frac{1380}{2000}$
TOTALS.						
For year 1878	4,320	3	3,736	46	7,809,364	3,904 $\frac{1364}{2000}$
For year 1879	9,197	37	4,331	60	16,071,316	8,035 $\frac{1316}{2000}$
For 3 months ending March, 1880	4,321	44	1,655	632	8,181,380	4,090 $\frac{1380}{2000}$

RETURN

(27)

From the Chartered Banks of the Dominion of Canada as submitted to Parliament for the year 1880, in conformity with the Act 34 Vic., Cap. 5, Sec. 12.

REPORT

(28)

Of Work done and Moneys expended on account of the forthcoming *Census.*

RETURN

(29)

To an ORDER of the HOUSE OF COMMONS, dated 13th December, 1880 ;—

For copies of all Correspondence, Protests or Reports of Engineers, in relation to the accident which has recently occurred in Section No. 11 of the Lachine Canal, now under Contract.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
23rd December, 1880.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns and Report are not printed.]

STATEMENT

(30)

In detail, of all Bonds or Securities registered in the Department of the Secretary of State of Canada, in compliance with the Act 31 Vic., Cap. 37, Sec. 15.

RETURN

(31)

To an ORDER of the HOUSE OF COMMONS, dated 29th December, 1880 ;— For a Statement showing the names and places of residence of all persons who, since 1st May, 1880, obtained Licenses for the manufacture of Tobacco cultivated in Canada, under Sec. 32 of the Act 43 Vic., Cap. 19.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
29th December, 1880.

RETURN

(31*a*)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1881 ;—For a Return showing the amount of Inland Revenue collected for Canadian grown Tobacco, for the year ending 31st December, 1880.

By Command,

HECTOR L. LANGEVIN.
for Secretary of State.

Department of the Secretary of State,
1st March, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Statement and Returns are not printed.]

REPORT

(32)

Of Progress of the Geological Survey of Canada, by Alfred R. C. Selwyn, F.R.S., F.G.S., Director, for the year 1878-79.

RETURN

(33)

To an ORDER of the HOUSE OF COMMONS, dated 14th April, 1880;—For all Correspondence between Major C. Wilson, of the 33rd Battalion, and the Militia, or any other Department, in reference to a return of certain Duties paid upon Rifles imported for the use of the Rifle Association of the 33rd Battalion.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
15th December, 1880.

Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Report and Return are not printed.]

RETURN

(34)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880;—For copies of Returns showing the names of parties who tendered to perform the work advertised during the present year in connection with the improvement of the Harbor of Refuge at Rondeau, together with the prices named by said Tenderers for the performance of said work.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
29th December, 1880.

RETURN

(35)

Of the distribution of the Statutes, submitted to the House of Commons in accordance with the Act 31 Victoria, Chapter 1, Section 14.

Department of the Secretary of State,
10th January, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(36)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880 ;—

For all Correspondence, Trackmasters' Reports and all other Papers relating to the claims of Mr. Patrick Ultican, of Belledune, Restigouche, for damages to his farm, occasioned by overflow of water and other causes in connection with the Intercolonial Railway.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 10th January, 1881.

Secretary of State.

RETURN

(36*a*)

To an ORDER of the HOUSE OF COMMONS, dated 9th February, 1881 ;—

For copies of all Correspondence and Telegrams relating to the selling of Hay through King's County, in the Province of New Brunswick, on the Intercolonial Railway ; copies of Notices asking for Tenders for the purchase of Hay, and Tenders received ; also, all Orders issued by Officials on the Intercolonial Railway for the selling of Hay, permits given to Officials to cut Hay for their own use, authority for issuing such Orders, and all Papers relative to the withdrawal of such Orders and Tenders.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 17th February, 1881.

Secretary of State.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.*]

RETURN

(36*b*)

To an ORDER of the HOUSE OF COMMONS, dated 11th February, 1881 ;—

For a copy of the Correspondence, Evidence and Award of — Simard, Esquire, Official Arbitrator, in the case of Lucien Morin Antille and others, of the Parish of St. Roch des Aulnets, County of l'Islet, claiming damages from the Government on account of Borrowing Pits for the use of the Intercolonial Railway, opened on their several lands during last season.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
22nd February, 1881.

RETURN

(36*c*)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—

For copies of the Notices respecting the sale of Hay alongside the track of the Intercolonial Railway ; the names of the Tenderers, and the amount of the Tender or Tenders in each case ; the names of the persons to whom one or more of the Contracts have been granted ; and also, all Correspondence, Applications, Telegrams, &c., respecting the sale of the said Hay.

By Command,

HECTOR L. LANGEVIN,

For Secretary of State.

Department of the Secretary of State,
1st March, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(36*d*)

To an Order of the HOUSE OF COMMONS, dated 28th February, 1881;—For Copies of all Papers and Accounts relating to a claim made by G. A. Girouard, for an alleged delivery of Sleepers on the Intercolonial Railway, on which a payment of $2,640 appears to have been made by Special Warrant, including all Reports by Engineers, Superintndents or other Officers of the Railway, and also Departmental letters and decisions.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
Ottawa, 5th March, 1881.

SYNOPSIS *in re* Claim of G. A. Girouard, I. C. R.

1876.			
Nov. 25...	G. A. Girouard..	12,732	Statement of sleepers delivered on Sec. 9, I. C. R.
do 19...	From.....	15,469	Transmitting Report of W. H. Stevenson, with enclosures—(1) Jan. 31, 1876; (2) March 30, 1873; (3) April 2; (4) Jan. 25, 1876; (5) Nov. 20, 1873; (6) April 5, 1873; (7) April 5, 1873.
Dec. 21...	From C. J. Brydges.....	12,831	Report on account submitted by G. A. Girouard.
do 28...	To G. A. Girouard..	13,231	Acknowledges receipt of account alleged to be due for sleepers furnished.
1877.			
Feb. 14...	From do to T. W. Anglin ....., ...	.....	Reclaim enclosed letter, Feb. 26, 1877, to Minister of Public Works.
1879.			
April 18...	From G. A. Girouard.....	19,572	Forwards memorial.
June 10...	To do	11,764	Acknowledging above and replying.
do 28...	From W. H. Stevenson	.....	Report on Girouard's position.
July 4...	do do	.. ..	Referring to 11,764.
do 22...	do do	19,684	Asks that an arbitrator may enquire into the merits of his case.
March 3...	James Cowan.	21,844	Report on Girouard's claim.
1880.			
Feb. 28...	D. St. Leger	.....	Affidavit.
July 7...	F. Shanly	23,238	
do 8...	Report to Council.	1,312	Authorizing of $2,640 in settlement of claim.
do 13...	Order in do		

STATEMENT of Sleepers delivered upon Section No. 9 (I.C.R.) by G. A. Girouard, Contractor, and inspected by Mr. A. Sylvain.

The Department of Public Works (I.C.R.)
To G. A. Girouard, Dr.

SLEEPERS' CONTRACTOR, SECTION No. 9.

1874.		$ cts.	$ cts.
	DR.		
Sept. 12...	To Sleepers delivered on Sec. 9—70,239 at 33c.....	23,178 87	
do 12...	Quantity of sleepers delivered but lost in the Bay of Chaleurs—8,000 at 33c	2,640 00	
			25,818 87
	CR.		
1871.			
Dec. 16...	By Cash to G. A. Girouard..	2,000 00	
1872.			
March 4...	do do	2,000 00	
April 22...	do do	3,000 00	
Oct. 1...	G. A. Girouard's order in favor of A. R.....	2,000 00	
do 3...	do do	2,000 00	
Dec. 14...	Cash to G. A. Girouard...	1,500 00	
1873.			
May 15...	do do	2,331 45	
Sept. 2...	do do	200 00	
Oct. 20...	Order in favor of F. Turgeon	500 00	
Nov. 5...	Cash to G. A. Girouard	3,738 09	
1874.			
Sept. 12...	do do	98 67	
			19,368 21
	Total amount due me..	.....	6,450 66

The above is a correct statement of my account against the Government (I.C.R.) and in payment of which I received the above mentioned sums, and which I am prepared to prove when called upon. They have amalgamated the above account with that of Section No. 15, of which Robert Conners, Esq., from Oromocto, was the contractor, a section with which I had nothing to do, and which can be proved by examining the records of the contractor, &c., in the hands of the Government. This matter I am desirous of having investigated at as early a day as possible, as I have long tried, but so far ineffectually, to get a fair settlement of the matter. The sleepers lost in Bay of Chaleurs were inspected during the winter of 1871-1872, by Inspector McDonald, on the Landing, and then were driven down Bathurst River in the spring following. I was ordered to deliver them in Bathurst where the railway station now stands, and I did not raft them very substantially on that account. But afterwards I was ordered to deliver them at Little Rocher, and of course they had to be taken by water. Then a storm occurred, broke the rafts, and the sleepers were lost in the Bay. I then saw the paymaster, Mr. Stevenson, who consented to pay me for the 8,000 ties lost, and to pay them at the full price. How they can make out my account for Section No. 9 with that of Section No. 15 I cannot see, as I did not draw any money for Section No. 15, and had no authority to do so. This is one of the principal reasons I wish for an investigation.

I declare all the foregoing to be correct.

GILBERT A. GIROUARD.

Buctouche, N.B., November 25, 1876.

PUBLIC WORKS DEPARTMENT, INTERCOLONIAL RAILWAY,
OTTAWA, 19th December, 1876.

DEAR SIR,—I beg leave to hand you herewith a report from Mr. Wm. H. Stevenson, in reference to Mr. Girouard's memorial, enclosed to me, in your favor of the 5th instant, with appendices A B C D E F and G annexed thereto.

This report contains information in relation to the payments made, and the final settlement effected by Mr. Stevenson with Mr. Girouard, of contracts for sleepers on Sections 9 and 15 of the Intercolonial Railway.

I have the honor to be, dear Sir, yours most respectfully,
THOS. C. DUPLESSIS.

P.S.—Enclosed please find also Mr. Girouard's memorial.

T. C. DUP.

C. J. BRYDGES, Esq., &c., &c.

RAILWAY DEPARTMENT, RIMOUSKI, 31st July, 1876.

DEAR SIR,—I beg leave to enclose you herewith F. Turgeon's receipt to G. A. Girouard for sleepers delivered by him on Sections 9 and 15, under his sub-contract dated 20th November, 1873.

I should also note that I settled with Mr. Girouard and paid him the balance due him under his contract on these sections on the 5th November, 1873, which was only a short time before the date of the receipt.

Your very obedient servant,
WM. H. STEVENSON.

P.S.—I also beg to enclose Mr. G. A. Girouard's letter dated the 25th instant, in explanation.

WM. H. S.

C. J. BRYDGES, Esq., Montreal.

OTTAWA, 30th March, 1873.

MY DEAR SIR,—I wish to inform you that I am here since last Monday to try to arrange with the Department of Public Works certain claims I have in relation to my sleeper contract for section 9, Intercolonial Railway. One claim I have established is for a certain quantity of ties which I lost in the Bay of Chaleurs, and which you know yourself I have sustained that great loss. If I had your certificate, stating it was understood I would be paid for them, I have no doubt but I would succeed in getting something from the Government. It would be merely an easy thing for you to do, and it would be a great help to me, as you know I lost so much in those transactions, so I sincerely hope you will be kind enough as to give me a help. I have no hesitation that if you consent to send me your certificate there would be no trouble for me to be paid. I often spoke to you about it, and, if you recollect, you said I would be paid for them. All what I want from you is merely a written acknowledgement of your having consented at the time that I was entitled to be paid for them, that is, for the loss of those sleepers in the bay, and you can rest assured you will not be troubled at all about it. The Minister states that if I had some written agreement or certificate from you, that I am entitled to get a certain sum or be paid for them.

The Department would pay without any hesitation whatsoever; I have good influenced men working here for me. Therefore I hope you will send me a letter with certificate to that effect. I enclose you a memorandum of my account made against Department for those sleepers lost, and you will see how much you will help me.

Please wire Monday morning if you are mailing those ducuments, and on my return shall call and see you without fail.

Yours respectfully,
G. A. GIROUARD.

P.S.—Please wire Monday and write me here, House of Commons, care of P. S. Poirier, Esq., Postmaster, I shall see you going home next week, for certain, and in meantime I remain, with hope you will do this for me.

Yours very respectfully,
G. A. GIROUARD.

Wm. H. Stevenson, Esq., Montreal.

Montreal, 2nd April, 1878.

Letter of 13th received; cannot give certificate you ask for.

W. H. STEVENSON.

G. A. Girouard, care of Postmaster, House of Commons, Ottawa.

The certificate may be thus, viz.:—

This is to certify that, while engaged as paymaster, Intercolonial Railway, G. A. Girouard, sleeper contractor for section No. 9, was requested by me to remove a certain quantity of sleepers from Bathurst to Little Rocher, on section 9, and that while the said G. A. Girouard, for the accommodation of the construction of said Intercolonial Railway, lost a great quantity of them by a gale of wind, and, as I did at the time, I still consider he is entitled to be paid for them.

Or you can draw it far better; you see there is nothing of harm for you. I would be paid at once.

Yours very respectfully,
G. A. GIROUARD.

The Department of Public Works
Dr. to A. G. Girouard.

To 8,000 Ties lost in Bay of Chaleurs, at 33 cts..... $2,640 00

Note.

According to account I had over 70,000 delivered on Section 9, and my contract was only for 50,000 or 53,000, and therefore there was a surplus to the quantity contracted for, so such a surplus I was not bound to deliver; and having sustained a loss in taking them from Bathurst to Little Rocher, I am now claiming the value of them.

Buctouche, N.B., 25th January, 1876.

My dear Sir,—Your last telegram dated yesterday duly received, asking for copy of Mr. Turgeon's receipt, and stating that he denies to have been paid for the culls. I am quite surprised to hear that, for I thought that Mr. Turgeon would never have ventured such a statement.

Herewith I enclose you a true copy of his receipt; and of course when I paid him that amount he was duly paid for all sleepers which he had delivered on the line, when Mr. Sylvain inspected them, and then he was also truly paid for all culls as well as for the good ones.

Therefore I am prepared to certify, not only by his receipt, but by the agreement between him and me when I paid him, I was giving him so much for the culls. I do not recollect the exact number of them.

Hoping this will be satisfactory,

I remain, my dear Sir, yours very truly,

WM. H. STEVENSON, Esq., Rimouski. G. A. GIROUARD.

CHATHAM, N.B., 20th November, 1873.

$1,200.00.

Received of Gilbert A. Girouard, of Buctouche, County of Kent, the sum of one thousand two hundred dollars, being payment in full to date for all sleepers delivered by me, the undersigned, for the said G. A. Girouard, on Sections 9 and 15, I.C.R.

FERDINAND TURGEON.

OTTAWA, 5th April, 1878.

DEAR SIR,—I beg leave to say that I was present in the Intercolonial Railway Office at Ottawa in November, 1873, when Mr. W. H. Stevenson, paymaster, paid Mr. G. A. Girouard $3,738.09, which sum was well understood at the time by Mr. Girouard to be in full of all demands for sleepers for Sections 9 and 15; and I further state that I saw Mr. Girouard sign the receipt for the same, and expressed himself well pleased at the settlement.

I have the honor to be, dear Sir, your obedient servant,

THOS. C. DUPLESSIS.

C. J. BRYDGES, Esq., Ottawa.

OTTAWA, 5th April, 1878.

DEAR SIR,—In reply to your communication *in re* G. A. Girouard. I beg leave to say that I settled with Mr. G. A. Girouard, in the office of the Intercolonial Railway at Ottawa, in full for all sleepers delivered upon Sections 9 and 15 of the Intercolonial Railway, and paid him same time in the presence of Mr. Thos. C. du Plessis, accountant, $3,738.09 in full for same as per receipt.

And further state that Mr. Girouard expressed himself as very well pleased at the settlement and payment for the same; no sleepers were delivered by him afterwards.

I have the honor to be, Sir, your obedient servant,

WM. H. STEVENSON.

C. J. BRYDGES, Esq., Ottawa.

RAILWAY DEPARTMENT, OTTAWA, 21st December, 1876.

SIR,—I beg to return the enclosed account forwarded by Mr. G. A. Girouard, for sleepers. The facts are as follows:—

The contract for sleepers for section 9 was given to Mr. Girouard in October, 1871, *at* 33 *cents each*, and at the same time the contract for section 15 was given to Robert Connors at 32 cents each,

Connors gave Mr. John Costigan a power of attorney to act for him, and Girouard gave a similar power of attorney to Mr. A. Renaud.

The work was not satisfactorily performed by the contractors, and the 23rd October, 1873, notice was given by the Commissioners to both Connors and Girouard that their contracts were annulled.

From September, 1873, Girouard took full supervision of both contracts for 9 and 15, and received payment for both in various sums. On the 5th November, 1873, he

received a sum of $3,738.09 for which he gave a receipt of which the following is a copy, viz. :—

5th November, 1873.

Received from the Commissioners appointed to construct the Intercolonial Railway, per the hands of Mr. W. H. Stevenson, the sum of three thousand seven hundred and thirty-eight dollars and nine cents, payment in full for sleepers on sections 9 and 15.

(Signed) G. A. GIROUARD.

This settlement was made on receipt of a letter from Connors by his Attorney Costigan in the following terms :—

OTTAWA, 4th November, 1873.

DEAR SIR,—As it appears that G. A. Girouard, has delivered ties enough for sections 9 and 15, I consent to your paying him any balance now due on said sections.

Your obedient servant,
ROBERT CONNORS.
per JOHN COSTIGAN.

W. H. STEVENSON, Esq., Paymaster, I. C. R.

The statements made by Girouard at the end of his account are not correct, as can be proved if necessary.

The total amount paid for the sleepers was $30,674.71, being for 70,239 sleepers on section 9, and for 22,612 sleepers on section 15.

After the settlement with Girouard on 5th November, 1873, a small error was discovered, and he was paid a further sum of $98.67 for which he signed a receipt dated 12th September, 1874, as on account of sleepers contracts on sections 9 and 15.

Girouard has been paid in full and has no claim against the Government.

I have the honor to be, Sir, your obedient servant,
C. J. BRYDGES,
Gen.-Sup. Government Railway.

F. BRAUN, Secretary.

OTTAWA, 28th December, 1876.

SIR,—With reference to your letter of the 30th ult., transmitting an account alleged to be due for sleepers furnished to section No. 9, Intercolonial Railway, I am to state that you appear to have been paid in full.

I have the honor to be, Sir, your obedient servant,
F. BRAUN, *Secretary.*

Mr. G. A. GIROUARD, Buctouche, N.B.

BUCTOUCHE, 14th February, 1877.

DEAR SIR,—I am in receipt of a communication from the Department of Public Works, and which I hereby enclose you.

As you will see their statement is that on examining the accounts of section 9, I was paid for the sleepers, this I do not deny according to the account furnished me after long waiting; but I insist that such account is wrong and wish the matter to be thoroughly investigated, and I am anxious for you, Honorable Sir, to be kind enough to assist me.

Please refer to former communications from me and lay the matter before the Minister of Public Works, and let me know what is the best to be done in the matter. I will, if you think it advisable, go up to Ottawa at any time now.

I remain, Dear Sir, very respectfully yours,
G. A. GIROUARD.

Hon. T. W. ANGLIN, House of Commons, Ottawa.

HOUSE OF COMMONS, 26th February, 1877.

DEAR SIR,—I request your special attention to this point in the case of Mr. Girouard, whose letter I enclose, that while he admits that payment was made for all the sleepers he actually furnished, he alleges that large sums were paid on this account without his authority or consent to Mr. Costigan, M.P., and others, and for these accounts he thinks the Government are accountable to him. He also alleges that after he had made delivery of a quantity of sleepers at Bathurst, within the terms of his contract, he was directed to take these along the coast to a point some miles distant, and for the quantity lost in consequence of a storm which occurred while he was so moving them he claims to be paid.

Yours truly,

T. W. ANGLIN.

Hon. A. MACKENZIE, Minister of Public Works.

OTTAWA, 18th April, 1879.

HONORABLE SIR,—I herewith enclose a memorial relating to a claim I have against the Government for 8,000 ties lost in the Bay of Chaleurs. I hope you will give my request a favorable consideration.

I need not tell you that I am in great need of that amount just at present. I consider I am entitled to that amount as I was really acting under the instructions of the Government officials. If you prefer you may cause an enquiry to be instituted through a commission authorized to swear witnesses and take evidence and report the facts for the action of the Government.

Hoping you will see justice done to me in this case.

I remain, Sir, yours very faithfully,

G. A. GIROUARD.

Hon. C. TUPPER, Minister of Public Works, Ottawa.

OTTAWA, 16th April, 1879.

The memorial of Gilbert A. Girouard, of Buctouche, in the County of Kent and Province of New Brunswick, humbly sheweth :—

That your memorialist had, in the year A.D. 1871, entered into contract with the Dominion Government to supply a certain quantity of sleepers for the construction of the Intercolonial Railway on sections 9 and 15.

That in the spring of the year 1872 your memorialist was instructed by W. H. Stevenson, Esq., Paymaster, and then acting as Agent for the Commissioners of the Intercolonial Railway, to place and deliver on the line, where now stands the station at Bathurst, all the sleepers he had rafted on the Bathurst River.

That while your memorialist was delivering, according to instructions, his sleepers, and had them all delivered except four rafts (each raft containing four thousand ties) he was ordered by the said agent to deliver the balance, that is the four rafts to Little Rocher; that your memorialist, acting under these instructions, set to work at once in order to have his rafts removed to Little Rocher, but in doing so they had to be taken along an exposed part of Bay of Chaleurs, when a heavy gale of wind came on, and notwithstanding all the efforts the men in charge could use, the two out of the four rafts were broken up and eight thousand ties were driven across the Bay and entirely lost.

That your memorialist considers such loss was occasioned through the directions of the agent of the Government, and that consequently the Government should bear the loss. And

That your memorialist was entertained in that hope by the said W. H. Stevenson, who promised him the Government would refund the loss according to the price named in the contract: that is to say, thirty-three cents for each tie, as the Govern

ment had borne loss of ties belonging to other contractors on the Intercolonial Railway, which ties had been destroyed by fire before inspection.

That your memorialist has laid his claim before the Government, but nothing satisfactory as yet resulted to him.

That your memorialist is prepared to substantiate all these allegations by his own sworn testimony, and by the evidence of disinterested and independent parties.

And your memorialist further states that he is unable to bear so great a loss as $2,640, and hopes your Government will grant him his just request to which, at law and equity, he feels he is entitled to.

And your memorialist as in duty bound will ever pray.

G. A. GIROUARD.

Hon. C. TUPPER, Minister of Public Works, Ottawa.

10th June, 1879.

SIR,—With reference to your letter of the 18th April last, transmitting memorial in relation to your claim in connection with contract for supply of sleepers for Sections 9 and 15, Intercolonial Railway, in the years 1871 and 1872, I am to state that after due consideration, the Minister of Railways and Canals finds your claims cannot be admitted.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

G. A. GIROUARD, Esq., M.P., Buctouche, N.B.

QUEBEC, 28th June, 1879.

SIR,—At the request of G. A. Girouard, M.P., I beg leave to say that he was a contractor for getting out sleepers for the Intercolonial Railway for Sections 9 and 15.

That the sleepers for the latter section were obtained on the south side of the Harbour of Bathurst and outside of the same, and that in rafting the sleepers across the bay so as to place them upon the line of railway a large number were lost. Of this, I should say, I have no personal knowledge, but I believe from concurrent opinion at the time that he sustained a severe loss.

I am also requested to mention that in cases where sleepers were burnt in the woods, by one or two other contractors, I was permitted by the other Government to pay for the sume, and if I may dare offer an opinion, would add, that if Mr. Girouard proves the loss as above stated, I think that in equity he is entitled to consideration.

I have the honour to be, your very obedient servant,

WM. H. STEVENSON, *Late Paymaster on the I.C.R.*

Hon. Sir C. TUPPER, Minister of Railways, Ottawa.

BUCTOUCHE, N.B., 4th July, 1879.

DEAR SIR,—I am in receipt of your letter of the 10th ult., stating my claim for supply of sleepers for Intercolonial Railway in the years 1871 and 1872, could not be admitted.

I presume this is not a final decision, for I herewith enclose you a letter from the late paymaster, Mr. Wm. H. Stevenson, who is under the impression that I am entitled to be refunded for such a severe loss.

I also enclose you my account, certified under oath, and I sincerely hope this is a sufficient proof I should be paid. Therefore, I believe, my claim will be admitted and paid, as in justice and equity I am entitled to.

Awaiting a favorable answer from you,

I remain, dear Sir, yours very faithfully,

G. A. GIROUARD, M.P.

F. BRAUN, Esq., Sec. of Railways, Ottawa.

The Department of Railways and Canals

Dr. to G. A. GIROUARD.

1874. To 8,000 sleepers lost in the Bay of Chaleurs, at 33 cts. $2,640 00

Certified the above to be true and correct.

G. A. GIROUARD,
Sleeper Contractor for Sections 9 and 15 I. C. Railway.

Sworn to before me at Buctouche, N.B., this 4th day of July, 1879.

RICHARD SUTTON,
Justice of the Peace for that County.

OTTAWA, 22nd July, 1879.

SIR,—With reference to the claims I have against the Government for a certain quantity of sleepers lost in Bay des Chaleurs, I take the liberty to suggest, and hope that you will authorize an arbitrator to enquire with the merits of my account.

You would favor me by authorizing one of the arbitrators immediately, for I am very anxious to see this affair settled as soon as possible.

Hoping that this request will be carefully attended to,

I remain yours respectfully,
G. A. GIROUARD.

T. TRUDEAU, Esq., Deputy Minister Railways and Canals.

OTTAWA, 3rd November, 1879.

With respect to the claim of G. A. Girouard ($6,455.66) for sleepers lost in the Bay of Chaleurs, Mr. Girouard bases his claim on a guarantee against loss, said to be given him by W. H. Stevenson. Mr. Girouard in his evidence says: "After I had delivered all the sleepers at Bathurst, except four rafts, Mr. Stevenson said to me that these four rafts were to be delivered at Petit Rocher; I said to Mr. Stevenson that, according to his instructions, I had prepared the rafts to be delivered at Bathurst Bay, that they were not in a fit state to be taken up the Bay of Chaleurs, when he replied, that if there was any loss sustained or additional expense incurred the Government would make it good. There was no person present when I had the conversation with Mr. Stevenson." Mr. Girouard proved pretty satisfactorily the loss of the sleepers, and adduced in support of his claim a letter from Mr. Stevenson to Sir Charles Tupper, in which Mr. Stevenson, among other things, says: "That if Mr. Girouard proves the loss as above stated, I think that in equity he is entitled to consideration." Looking on this as too indefinite, I postponed presenting my report until I had an opportunity of examining Mr. Stevenson. In his evidence he says: "Was paymaster on the Intercolonial Railway when Mr. Girouard delivered sleepers at Bathurst Bay; I never asked him to take four rafts nor any rafts from Bathurst Bay to Petit Rocher, and never told him if there was any loss the Government would make it good; would not have done so, because Bathurst and not Petit Rocher was the place where the sleepers were wanted."

I look upon this testimony as conclusive against the claim of Mr Girouard. All which is respectfully submitted.

JAMES COWAN, *Official Arbitrator.*

I, the undersigned, Dominique S. Léger, of the Parish of Dorchester, in the County of Westmoreland, and Province of New Brunswick, School Teacher, make oath and say :—

1. That G. A. Girouard, of Buctouche, in the County of Kent, and Province of New Brunswick aforesaid, Esquire, in or about the year of Our Lord one thousand

eight hundred and seventy-two, entered into a contract to deliver a certain quantity of sleepers on the line of the Intercolonial Railway.

2. That I was then acting an agent of the said G. A. Girouard when he delivered the sleepers aforesaid.

3. That I know Mr. Wm. H. Stevenson, then Paymaster on the the said Intercolonial Railway, and that the said Mr. Girouard told me that the said Stevenson had first ordered all the sleepers which came down from Bathurst River to be delivered at Bathurst, at or near where now stands the Bathurst station. But subsequently insisted that four rafts of the sleepers so delivered at Bathurst should be taken to Petit Rocher and delivered there, that in consequence thereof the said G. A. Girouard told me to take the said four rafts of sleepers to Petit Rocher, which I did so as far as I could as so requested by the said Wm. H. Stevenson.

4. That I then told the said Girouard it would be very dangerous and very expensive to take the said sleepers from Bathurst to Petit Rocher, as the said rafts would have to be built up in rafts purposely so as to be able to withstand the rough sea, in taking them out in the open bay, in order to take them to Petit Rocher, a distance of about fifteen miles.

5. That the said Girouard, then in reply, told me that the said Wm. H. Stevenson had promised him that whatever expenses or losses he, the said Girouard, would sustain in so taking the said sleepers from Bathurst to Petit Rocher, the Dominion Government would make it good to him, the said Girouard.

6. That in the summer of the year one thousand eight hundred and seventy-two, I saw the said Stevenson in reference to the said sleepers being taken to Petit Rocher as aforesaid, and that I remember the conversation which took place between him (the said Stevenson) and me.

7. That the said Stevenson told me that he had agreed with the said Girouard about the said sleepers, and that whatever expenses or loss the said Girouard would incur or sustain in so taking the sleepers to Petit Rocher as aforesaid, would be paid to the said Girouard by the Government aforesaid.

8. That from the instructions so given me by the said Stevenson as agent aforesaid, I took the said four rafts of sleepers in the summer of the year, A.D. 1872, from Bathurst to Petit Rocher aforesaid, when by the high winds, storm and rough sea, the said rafts got broken up on the way, and a very large quantity of said sleepers got loose and were lost, and the said G. A. Girouard suffered a very serious loss thereby.

DOMINIQUE S. LEGER.

Sworn to at Dorchester in the County of Westmorland aforesaid, this 28th day of February, A.D. 1870, before me.

A. D. Richard.
A commissioner appointed for taking affidavits to be read in the Supreme Courts.

Intercolonial Railway, Chief Engineer's Office,
Ottawa, 7th July, 1880.

G. A. Girouard's Claim.

Sir,—This is a claim for the sum of $2,640 for 8,000 railway sleepers lost in the Bay of Chaleur in 1872 when carrying out a contract for the Intercolonial Railway Commissioners, said ties having been first delivered in Bathurst Bay, but by order of an officer of said Commissioners were subsequently, as it is alleged, removed to Little Rocher, a point twenty miles up the Bay, upon the promise of the officer referred to that any loss sustained in transit would be made good by the Commissioners. Mr. Girouard has proved, as shown in the report of the official arbitrator, that they were totally lost, and he brings a claim for the above named sum of $2,640.

In support of his claim, Mr. Girouard brings forward the report of the official arbitrator, dated November 23, 1879 (21,844), in which it is stated that "Mr. Girouard has proved his claim pretty satisfactorily." He also brings a letter from Mr. Stevenson, the officer of the Commissioners before referred to, dated 28th June, 1879 (19,872), wherein he (Mr. Stevenson) states:—"And if I may dare to offer an opinion, would add that if Mr. Girouard proves the loss, as stated, I think that in equity he is entitled to consideration." Mr. Girouard further brings in evidence an affidavit made by Mr. D. S. Leger, acting as his agent, corroborating the statement before made by Mr. Girouard, in his memorial, dated 16th April, 1879 (18,787), that Mr. Stevenson had pledged himself that the Commissioners would pay him for any loss sustained in the transit of the ties or sleepers from Bathurst to Little Rocher, as before referred to. Mr. Girouard further puts in an account for the 8,000 sleepers on the 4th of July, 1879 (19,572), certified to under oath before a Justice of the Peace for New Brunswick.

On the other hand, there is a letter from Mr. Brydges, dated 21st October, 1876 (12,831), in the conclusion of which he says: "Girouard has been paid in full and has no claim against the Govesnment," and in a subsequent letter of 17th June, 1878 (15,469), a similar statement is made by him.

There are also letters dated 5th April, 1878 (15,469), from Mr. DuPlessis and Mr. Stevenson, respectively, stating that Mr. Girouard had been paid in full for his sleepers' contract and had expressed himself as well satisfied with the settlement. It should be observed, however, that Mr. Stevenson, in a subsequent letter 28th June, 1879, before referred to, in effect recommends a settlement for the lost sleepers.

Upon the whole, the weight of evidence is, in my opinion, decidedly in favor of Mr. Girouard's claim being paid, and what further confirms me in this opinion is the statement said to have been made by Mr. Stevenson that the sleepers were required at Bathurst, and that he could not therefore have ordered them to Little Rocher. Whereas on the other hand Mr. Girouard claims that having them safe at Bathurst he would hardly of his own accord have risked the transit which afterwards proved so disastrous without special orders and a special agreement in case of loss.

I feel, therefore, that there is no other course open to me but to recommend the payment of the claim $2,640.

Mr. Girouard further claims interest at legal rates on the above amount, say for eight years, from 1872 to 1880. I am not prepared, however, to deal with this question.

I have the honor to be, Sir, your obedient servant,

F. SHANLY,
Chief Engineer I. C. Railway.

Hon. Sir CHARLES TUPPER, K.C.M.G.,
Minister of Railways and Canals, Ottawa.

OTTAWA, July 8th, 1880.

Memorandum.

The undersigned, in the absence of the Honorable the Minister of Railways and Canals, has the honor to represent that in the year 1872, 8,000 railway sleepers, in course of conveyance by Mr. Girouard, under a contract with the Government for the use of the Intercolonial Railway, were totally lost in the Bay of Chaleurs, such sleepers having safely reached Bathurst and while subsequently undergoing removal towards a point some 20 miles distant, being lost in transit. That a claim made by Mr. Girouard to be compensated for their loss to the extent of $2,640, as having occurred through following out the directions of the railway authorities, has been at various times submitted for consideration, and that in the opinion of one of the official arbitrators, given in November, 1879—such opinion being further borne out by the judgment of the present Chief Engineer of the line—the evidence is in favor of Mr. Girouard's claim.

The undersigned, accordingly upon the advise of the Chief Engineer, recommends that authority be given for payment to Mr. Girouard of the said sum of $2,640 in settlement of his claim.

Respectfully submitted,
JOHN A. MACDONALD,

COPY *of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council, on the* 13*th July*, 1880.

On a memorandum, dated 8th July, 1880, from Sir Alexander Campbell, acting in the absence of the Honorable the Minister of Railways and Canals, representing that in the year 1872, 8,000 railway sleepers, in course of conveyance by Mr. G. A. Girouard, under a contract with the Government for the use of the Intercolonial Railway, were totally lost in the Bay of Chaleurs, such sleepers having safely reached Bathurst, and whilst subsequently undergoing removal towards a point some twenty miles distant, being lost in transit.

That a claim made by Mr. Girouard to be compensated for their loss to the extent of $2,640 as having been incurred through his following out the directions of the Railway authorities, has been at various times submitted for consideration, and that in the opinien of one of the official arbitrators given upon this case in November, 1879, such opinion being further borne out by the judgment of the present Chief Engineer of the line, the evidence is in favor of Mr. Girouard's claim.

The Minister, accordingly, upon the advice of the Chief Engineer, recommends that authority be given for the payment to Mr. Girouard of the said sum of two thousand six hundred and forty dollars in settlement of his claim, the necessary funds being furnished by the issue of a Special Warrant of His Excellency the Governor General for the amount named.

The Committee submit the above recommendation for your Excellency's approval.

Certified, J. O. COTE, *C. P. C.*

RETURN

(36*e*)

To an ORDER of the HOUSE OF COMMONS, dated 20th February, 1879;—

For copies of all Instructions, written or verbal, given to Collingwood Schreiber, Esq., Civil Engineer, since 10th October, 1878, on the subject of Enquiries, Inspections and Examinations made by him, or yet to be made by him, against certain persons employed on the Northern Division of the Intercolonial Railway; also, for copies of all Instructions, written or verbal, given to the said C. Schreiber, Esq., since the said date, on the subject of Resignations and Dismissals of persons employed which have taken place or which are to take place on the same Division of the Railway; also, for copies of all Correspondence which has passed between the Government, or any member thereof, or any officer of the Government, and any person whatsoever in connection with the said Examinations, Enquiries and Resignations of persons employed; together with copies of all Complaints, written or verbal, preferred since the 17th September, 1878, against any person employed on the said Division of the Railway; also, a Statement showing the Names and Places of Residence of all Employés on the said Railway, Discharged or Dismissed between the year 1873 and the 17th September, 1878.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
25th February, 1881.

Secretary of State.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.*]

RETURN

(36*f*)

(IN PART.)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1880;—

For: 1st, a Statement showing, in separate columns, the Names of the several Persons Employed on the Intercolonial Railway in the Province of Quebec, their Ages, their Nationalities, the Religious Faith to which they belong, their Places of Residence, the Nature of their Employment, the present Amount of their Yearly Salary, the Date at which they entered the Service, and the Amount of their Salary on entering such Service; 2nd, A similar Statement for the Province of New Brunswick; 3rd, A similar Statement for the Province of Nova Scotia; 4th, A Statement showing, in separate columns, the Names of the several superior Employés in the Service of the Intercolonial Railway, their Ages, their Nationality, their Religious Belief, their Place of Residence, the Nature of their Employment, the present Amount of their Annual Salary, the Date of their entering the Service, and the Amount of their Salary on entering the said Service; 5th, A Statement showing, in so many separate columns, the Names of the several Employés of the Intercolonial Railway who have ceased to be employed on the Railway since the 18th October, 1878, their Nationality, their Religious Belief, the nature of the Post they held, the Salary attached to such Post, the Cause of Discharge or Resignation, by whom they were replaced, the Names of their Successors, the Nationality and Religious Belief of such Successors, their Salaries, their Place of Residence, the Name of the Province to which such Discharged Employés belonged, and of the Province to which their Successors belong.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
March, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(36*g*)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1881;—For a copy of Award of Dominion Arbitrators on a claim of one Alexander Forbes, for Fencing on the Intercolonial Railway, on which a payment of $172.18 appears to have been made by Special Warrant, and copies of Reports of Railway or Departmental Officials on such claim.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 5th March, 1881.

Secretary of State.

RETURN

(36*h*)

To an ORDER of the HOUSE OF COMMONS, dated 16th February, 1881;—For a Return of Contract between the Government and Denis Coholan, dated 18th January, 1877, with that part of the specification relating to the size and number of Scows employed with the Dredges operating at the Deep Water Terminus of the Intercolonial Railway, St John, N.B.; also, the Correspondence between the Department of Public Works and the said Denis Coholan, in reference to the Termination of the Contract; and also, the Reports and other Papers connected with the said Contract.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State, 9th March, 1881.

Secretary of State.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed,*]

RETURN

(36*i*)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1881;—

For a copy of a Contract for Fencing, entered into by Thomas B. Smith, on Intercolonial Railway, in 1871 and 1872, in which a payment has been made of $1,894.50, by Special Warrant; with copies of any Reports on the subject by any Railway or Departmental Officer.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
5th March, 1881.

RETURN

(36*j*)

To an ORDER of the HOUSE OF COMMONS, dated 16th February, 1881;—

For a Return of the Contracts made since February, 1877, for Dredging at the Deep Water Terminus of the Intercolonial Railway, St. John, N.B., with the portion of the Specification relating to the size and number of Scows employed, and also the amount paid out since that date for Dredging at such Terminus.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
17th March, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(36*k*)

To an ORDER of the HOUSE OF COMMONS, dated 15th December, 1880 ;—For copies of the Report of the Survey made in 1880, by Order of the Government, with a view to the construction of a Branch of the Intercolonial Railway to lead by way of St. Michel or St. Charles to the Terminus of St. Joseph de Lévis or the neighborhood thereof, and of all Plans, Maps, Petitions and Documents in relation thereto.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
14th March, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed]

RETURN

(36*l*)

To an ORDER of the HOUSE OF COMMONS, dated 14th February, 1881;—

For a Return shewing the claims of Contractors and others, arising out of the construction of the Intercolonial Railroad, which have been made or reported upon since the Report dated November 27th, 1880, made by F. Shanly, Esq., Chief Engineer, Intercolonial Railway, the Names of the Claimants, the Amount claimed, the nature of the Claims, the Report, if any made, and the Amount paid or to be paid in each case.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
19th March, 1880.

LIST of Claims of Contractors and others arising out of the construction of the Intercolonial Railroad, made and reported on since the 27th November, 1880.

Name of Claimant.	Amount of Claim.	Nature of Claim.
	$ cts.	
The late George Moffatt (inclusive of interest, $1,311.39)	7,184 14	For freightage and hauling rails from Dalhousie to Campbellton.
Andrew Johnston & Co	2,575 28	For extra wiork on an engine-house at Truro.
Mrs. Andrew Barbarie	244 00	For registration of deeds and plans at Restigouche in connection with right of way for I. C. R'y.
Henry Clarke	None specified...	For damage incurred in removal, by the I. C. R'y authorities in 1876, of his house and effects from a plot of land owned by Government.
C. H. Mann	do ...	For extra work on sheds.
R. F. Burn	do ...	For supplies and labor furnished on Section 16.
F. Meahan	do ...	do do do
McBean & Robertson	do ...	Original contractors on Section 10.
A. S. Sutherland	4,318 09	For wages and goods furnished on Section 16 (account of King & Gough).
F. Turgeon	2,225 00	For 10,000 railway sleepers taken by Government on Section 9.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 10th February, 1881.

Re claim A. Johnston & Co.

SIR,—This is a claim brought by Messrs. Andrew Johnston & Co., of Truro, N.S., for extra work done on the Engine-house at that place, erected by them, under their tender amounting to $17,905; this tender was accepted in March, 1872, and the work completed about September, 1873.

In three accounts (1, 2 and 3) "Exhibit C," as laid before the Dominion Arbitrator, and referred to hereafter in this report, Messrs. Johnston & Co. claim a sum of $\$2,870\frac{88}{100}$, as follows:—

(1.)	Extra cost of masonry on account of change from rubble to ashlar work	$2,000 00
(2.)	Extra sheeting to cupola	87 36
(3.)	Sundry work as detailed	873 52
	Total	$2,870 88

Upon No. 3 only, Messrs. Fleming and Schreiber allowed anything, they deciding that Messrs. Johnston & Co were entitled to $506.60. This sum was, in December, 1873, paid to them, they giving therefor a receipt in full of all claims, but, as he asserts in his sworn evidence, they did this under protest.

Subsequently to the receipt of this $506.60 and in 1880, Messrs. Johnston & Co. had their claim referred to arbitration, and the case was, in April and May of that year, heard before Mr. Compton, Dominion Arbitrator, at Truro and Halifax, here. Messrs. Johnston & Co. presented a bill of particulars of their claim somewhat modified from that of 1873 (E and A), made up as follows:—

Item 1.	Extra masonry	$2,160 00
" 2.	Sheeting inside cupola	87 36
" 3.	Additional brickwork	327 92
	Total	$2,575 28

Total claim as set down in document marked "N" attached to exhibits A, B, C, D, E, F and G, in addition to which they claim interest for six years on the above amount, also for an allowance on item No. 1 as profit on the masonry.

The weight of the evidence taken under oath before the Dominion Arbitrator, the whole of which is herewith submitted (marked 1-S to 10-S, inclusive), seems to support the claim in each of the three items, as above, and Mr. Compton, the Arbitrator, in his report—23,244—herewith submitted, concurs in this view, going fully into the evidence, which I have carefully read, and which appears to me to establish the claim beyond a doubt.

I have, therefore, to report that I entirely agree with Mr. Compton in his conclusion "that the claimants are in equity entitled to be paid for their extra work," and which, I consider they have fully proved to be such, in addition to their contract, and I therefore, recommend that they be paid the sum of *Two thousand five hundred and seventy-five dollars and twenty-eight cents*, less $506.60 already paid—the claim for interest will, of course, rest with the Government to deal with—but I do not recommend any sum on the claim advanced for profit on the masonry work (Item No. 1, particulars of claim N.), as I believe that the price allowed for this, $10.00 per cubic yard should be sufficient to cover all contingencies.

I have the honor to be, Sir, Your obedient servant,

F. SHANLY, *Chief Engineer, I.C. Railway.*

F. BRAUN, Esq., Secretary, Department Railways and Canals.

RETURN

(36*m*)

To an ADDRESS of the HOUSE OF COMMONS, dated 28th February, 1881;—For Copies of all Orders in Council respecting the claims of Contractors on the Intercolonial Railway since January 1st, 1880, also for all Instructions issued to Mr. Shanly respecting the same, and Correspondence relating to such Claims.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
19th March, 1881.

COPY *of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council on the 23rd June*, 1880.

On a Report dated 21st June, 1880, from the Hon. the Minister of Railways and Canals, stating that a letter has been received from Mr. Sandford Fleming, wherein he states that for reasons given he is under the necessity of declining the positions of Chief Engineer of the Intercolonial Railway and Consulting Engineer of the Canadian Pacific Railway, to which by Order in Council of the 22nd May last he had been appointed;

The Minister accordingly recommends that authority be given for the appointment of Mr. Frank Shanly, C.E., as Chief Engineer of the Intercolonial Railway, that his salary while so engaged be fixed at Five hundred and forty-one dollars and sixty-six cents ($541.66) a month, the engagement being understood to be of a temporary character.

The committee submit the above recommendation for Your Excellency's approval.

Certified,

J. O. COTÉ, *C.P.C.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd May*, 1880.

On a memorandum dated 11th May, 1880, from the Honorable the Minister of Railways and Canals, having referred to the Intercolonial Railway, stating that a considerable number of suits brought against the Government by the contractors have been left undecided; that it would be a very difficult matter for anyone except the Engineer who was connected with the work from its inception to satisfactorily perform the service of finally adjusting and settling such claims, and recommending that Mr. Sandford Fleming, formerly Chief Engineer on said railway, be relieved from the duties and responsibilities connected with the office of Engineer-in-Chief of the Pacific Railway, and be re-appointed Chief Engineer of the Intercolonial Railway, to investigate the unsettled claims which have arisen in connection with the undertaking upon which no judicial decision has been given, and report on each case to the Department of Railways and Canals;

The Minister considers it important that he should continue to have the benefit of Mr. Fleming's professional skill and judgment, in important matters connected with the construction of the Pacific Railway; he therefore recommends that that gentleman be retained as Consulting Engineer for that work, for the purpose of affording advice and assistance in the capacity to the Minister and officers of the Department.

The Minister further recommends that Mr. Fleming be paid a salary of six thousand dollars per annum while discharging the combined duties of Consulting Engineer of the Canadian Pacific Railway and Chief Engineer of the Intercolonial Railway.

The Committee submit the above recommendations for Your Excellency's approval.

Certified,

J. O. COTÉ, *C.P.C.*

RETURN

(36*n*)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1881;—

For a Statement showing the Amount and character of the various claims of Contractors on the Intercolonial Railway since its completion; the Cases in which Settlement was obtained, whether by Departmental action or through the Courts, stating the figures in each case; also, the Report or recommendation of Mr. Sandford Fleming, Mr. C. Schreiber and Mr. Brydges in each case.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
19th March, 1881.

Secretary of State.

RETURN No. 57.—Synopsis *re* Claims of Contractors on I. C. R.

Date.	Name.	Number.	—
1879.			
May 27.....	From C. Schreiber	.....	General report on position of contracts.
do 23.....	do do	.....	Report on position of contract with D. Macdonald.
do 23.....	do do	.....	do contract with W. E. McDonald & Co.
do 26.....	do do	.....	Position of contract with Smith & Pitblado.
do 26.....	do do	.....	do do R. H. McGreevy.
do 26.....	do do	.....	do do A. P. Tuck.
do 26.....	do do	.....	do do Sutherland, Grant & Co.
do 27.....	do do	.....	do do Sumner & Somers.
do 28.....	do do	.....	do do Alex. McDonald & Co.
do 29.....	do do	.....	do do Sutherland & Grant.
do 26.....	do do	.....	do do Fraser, Stewart & Fraser.
1877.			
June 16.....	do C. J. Brydges.....	13,956	Returning petition of right of R. H. McGreevy, with report thereon.
1876.			
Jan. 17.....	do do	10,651	Report on contract let to Mr. McGreevy.
Sept. 18.....	do do	.....	do Duncan Macdonald's petition of right.
1874.			
June 30.....	do C. Schreiber	.....	do contract No. 7.
Feb. 18.....	do S. Fleming.....	.....	Reporting on the claims made for sections 4 and 7.
1880.			
Jan. 30.....	do S. Fleming and C. Schreiber.	.....	Reporting on contract No. 7.

INTERCOLONIAL RAILWAY.

No. 3, A.—STATEMENT showing Amount and Character of the Claims made by Contractors since the completion of the Works.

Number of Contract.	Name of Contractor.	Amount Claimed.	Amount Allowed.	Remarks.
		$	$	
3	F. H. Berlinguet & Co	684,597		"Petition of Right" filed: decision against Claim in "Exchequer Court."
4	Smith, Pitblado & Co	76,875		do do referred to F. Shanly for Investigation and Report.
5	Alexander Macdonnell & Co	40,226		do do do do
6	F. H. Berlinguet & Co	Included in Sec. No. 3.		do do decision against Claim in "Exchequer Court."
7	James Simpson & Co	124,663		do do (E. A. Jones) decision against Clain in "Ex. Court."
				New Claim, $30,000: referred to F. Shanly for Investigation and Report.
8	Duncan Macdonald	53,749		"Petition of Right" filed: do do
9	J. B. Bertrand & Co	576,904		do do (John Ross) do do
10	Duncan Macdonald	304,991		do do do do
11	Davis, Grant & Sutherland	62,874		do do (Starr & DeWolf) do do
12	Sumner & Somers	254,251		do do do do
13	W. E. McDonald & Co	141,746		Referred to F. Shanly for Investigation and Report.
14	Neilson & McGaw	7,500		do do do
15	J. B. Bertrand & Co	Included in Sec. No. 9.		"Petition of Right" filed: (John Ross) referred to F. Shanly for Investigation and Report.
17	S. P. Tuck	200,000		Referred to F. Shanly for Investigation and Report.
18	R. H. McGreevy	848,798		"Petition of Right" filed: referred to F. Shanly for Investigation and Report.
19	Thos. Boggs & Co	150,000	79,900	Settled by Arbitration of Samuel Keefer in 1879.
23	Sutherland & Grant	437,257		Referred to F. Shanly for Investigation and Report.
10, 16 & 20	Duncan Macdonald	88,535		"Petition of Right" filed: referred to F. Shanly for Investigation and Report.
4, 7 & 12	Donald Fraser & Co	10,175		do do do do

Of the above mentioned Claims, 3 to 15, inclusive, 17, 18, 19 and 23 are for works of Grading. Masonry, Clearing, Fencing, Foundations, &c., under Contracts made with the Commissioners of the Intercolonial Railway. The first column showing the amounts of such claims; the second, amounts already allowed for extras to Contract. No. 19 settled by Arbitration. Nos. 10, 16 and 20 are Claims for Tracklaying and Ballasting, executed under Contract. Nos. 4, 7 and 12 are Claims similar to the above.

CHIEF ENGINEER'S OFFICE, INTERCOLONIAL RAILWAY,
OTTAWA, 31st December, 1880.

INTERCOLONIAL RAILWAY.

No. 3, B.—STATEMENT showing sundry Claims for Work done not under Contract, and submitted for Investigation and Report to F. Shanly, Chief Engineer.

No.	Names of Claimants.	Nature of Claim.	Date when Claims were submitted.	Amount of Claims.
			1880.	$ cts.
1	H. B. Higginson	Extra work on iron bridges	April 20...	20,128 26
2	J. C. Nolan	Rent of a building at St. Octave	May 20...	132 00
3	Geo. Moffatt's Exrs	Freightage on and delivery of rails	June 21...	6,168 54
4	R. Thompson Cots	Damage to dykes, &c.	July 7...	Not stated.
5	Alphonse Matte.	For wood-sheds and tanks	do 14...	1,935 19
6	J. M. Blaikie	For timber and foundation wall at Debert Station	do 20...	1,799 53
7	M. A. Barbarie	For registering plans.	Sept. 8...	244 00
8	Martin Murphy	For work on Restigouche Bridge	do 3...	26,857 00
9	Michel Cowhig	For work on section 16	do 9...	1,600 00
10	Andrew Johnson & Co	For building engine house at Truro	Oct. 2...	2,575 48
11	Henry Clarke	Damage to house, &c., at Truro.	do 20...	450 00
12	John Russell.	Land taken for railway purposes.	do 29...	Not stated.
			1876.	
13	G. A. Girouard	For 8,000 ties lost in the Baie des Chaleurs.	Nov. 25...	2,640 00
			1879.	
14	T. B. Smith	Fencing on section No. 12.	Jan. 8...	1,899 90
15	James G. Fraser	Grading, &c., section No. 4.		1,598 00
				70,065 00

CHIEF ENGINEER'S OFFICE, I. C. RAILWAY,
OTTAWA, 31st December, 1880.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 27th May, 1879.

SIR,—In all there were 23 sections of grading, bridging, masonry, &c. upon the Intercolonial Railway.

G. & J. Worthington, contractors, sections Nos. 1 and 2, are finally settled with.

Berlinguet & Bertrand, contractors, section No. 3. Judgment of Exchequer Court adverse to them.

Smith & Pitblado, contractors, section No. 4. Position of claim reported.

Alexander McDonnell & Co., contractors, section No. 5. Position of claim reported.

Berlinguet & Bertrand, contractors, section No. 6. Judgment of Exchequer Court adverse to them.

James Simpson & Co., contractors, section No. 7. Judgment of Exchequer Court gave them the amount offered by the Commissioners.

Duncan Macdonald, contractor, Section No. 8. Position of claim reported.

Berlinguet & Bertrand, contractors, Section No. 9. Judgment of Exchequer Court adverse to them.

Duncan Macdonald, contractor, Section No. 10. Position of claim reported.

Sutherland, Grant & Davis, contractors, Section No. 11. Position of claim reported.

Sumner & Somers, contractors, section No. 12. Position of claim reported.

W. E. McDonald & Co., contractors, Section No. 13. Position of claim reported.

Neilson & McGaw, contractors, Section No. 14. No claim.

Berlinguet & Bertrand, contractors, Section No. 15. Judgment of Exchequer Court adverse to them.

King & Gough, contractors, Section No. 16. No claim.
S. P. Tuck, contractor, Section No. 17. Position of claim reported.
R. H. McGreevy, contractor, Section No. 18. Position of claim reported.
Boggs & Murray, contractors, Section No. 20. Final settlement made.
Patrick Purcell, contractor, Section No. 21. Final settlement made.
Charles Cummings & Co., contractors, Section No. 22. No claim.
Sutherland & Grant, contractors, Section No. 23. Position of claim reported.
Duncan Macdonald, contractor. Ballasting and tracklaying. Position of claim reported.

In all cases in which it is mentioned that the position of claim is reported, the report is dated 27th of May, 1879.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary Department of Public Works.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 23rd May, 1879.

SIR,—According to your verbal instructions, I now have the honor to report on the position of the following contracts with Mr. Duncan Macdonald in connection with the construction of the Intercolonial Railway, and which are now before the Exchequer Court.

Contract No. 8.—This is a contract for grading, bridging, masonry, &c., on 20 miles of the Intercolonial between Rimouski and Ste. Flavie; the lump sum of the contract (subject to deductions and additions by reason of diminutions or increase of work caused by change of grade and location) is $100,000.

Contract No. 10.—This is a contract for grading, bridging, masonry, &c., on 20 miles of the Intercolonial between Bartibouge and Newcastle; the lump sum of the contract (subject to deductions and additions by reason of diminutions and increase of work caused by change of grade and location) is $365,920, but owing to an error made by the person who prepared the contract, the lump sum was inserted as $400,000, and it is upon this latter figure that the final settlement was authorized to be made.

Ballasting Contract.—This is a contract for the ballasting and tracklaying on 47 miles of the Intercolonial between Nipissiguit and Miramichi Bridge; the work was done at a schedule of prices.

Final Certificates and Payments :—

		Paid.
Contract No. 8—Final Certificate, 1st allowed at 1st February, 1875..	$ 98,709 00 100,000 00	$ 100,000 00
Contract No. 10—Final Certificate, 28th April, 1875.	381,961 40	367,000 00
Ballast Contract—Final Certificate, 3rd Decr., 1875.	91,963 67	89,441 50
	$573,925 07	$ 556,441 50

Amount offered	$ 573,925 07
Payment before suit entered	556,441 50
	$ 17,483 57
Paid 14th May under O.C. 9th May, 1878	10,000 00
Unsettled balance	$ 7,483 57

Mr. Macdonald's claim amounts to $447,284. These three contracts are all embodied in the one fiat, which was recorded in Court 5th September, 1876. The case has never been proceeded with, but the judgment was given in the Section 7 case. Mr. Macdonald and his attorney have from time to time made appeals to have the matter referred to arbitration.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

F. BRAUN, Secretary, Department Public Works, Ottawa.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 23rd May, 1879.

SIR,—In compliance with your verbal instructions, I now have the honor to report on the present position of the contract with Messrs. W. E. McDonald & Co., in connection with the construction of the Intercolonial Railway, in connection with which he has presented a claim.

Contract No. 13.—This is a contract for grading, bridging, masonry, &c., on 20½ miles of the Intercolonial, between Ste. Flavie and Sayabec; the lump sum of the contract (subject to deductions and additions by reason of diminution and increase of work, caused by change of grade and location) is..... ..... $934,933 00
On the 29th September, 1873, by O.C. this sum was increased by..... 60,000 00

Making the lump sum of..... $ 994,933 00

About December, 1873, Messrs. W. E. McDonald & Co. alleged that they were in embarrassed circumstances and unable to proceed with the work, and on the 12th of that month they solicited aid from the Government to complete their work, failing which, they asked that Government will pay off the men and settle accounts.

On the 9th of July, 1874, the Government took the work out of their hands and finished it by day labor, at the same time paying the contractors' unpaid labor.

The final estimate amounts to..... ..... $975,211 70

The payments are as follows:—

Paid on certificate to contractors.....	$897,000 00
do without do do	72,000 00
do contractors unpaid labor.....	38,722 23
Paid to contractors.....	$1,007,722 23
Expended by Government in completing the work...	41,270 72
Total payments.....	$1,048,992 95
Final certificate.....	$975,211 70
Total payments.....	1,048,992 95
	$73,781 25
By shovels, picks, crow-bars, proceeds sale of horse....	282 16
Cost in excess of final certificate	$ 73,499 09

So far as I can understand, they have no claim for any specific amount, but they made a general claim, which they ask to have referred to arbitration.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary, Department Railways and Canals.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 26th May, 1879.

SIR,—I now have the honor in compliance with your verbal instructions to report on the present position of the contract with Messrs. Smith and Pitblado, for the grading, &c., of Section No. 4, of the Intercolonial Railway in connection with which they have presented a claim.

Contract No. 4.—This is a contract for grading, bridging, masonry, &c., on 24½ miles of the Intercolonial Railway between Amherst and River Philip, the lump sum of the contract (subject to deductions and additions by reason of diminutions and increase, of work caused by change of grade and location) is... $438,325 00

The final estimate amounts to.....	444,058 65
Paid	438,070 00
Unsettled balance.....	$5,988 65
The contractors claim amounts to.....	$76,875 35

This case was entered in the Exchequer Court on 1st February, 1877, where it now is.

Owing to Judge Ritchie's judgment adverse to the contractors of Section 7. The case has not been proceeded with.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary, Department of Public Works.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 26th May, 1879.

SIR,—According to verbal instructions from the Minister, I have the honor to report upon the present position of the contract with Mr. R. H. McGreevy for the work of grading, &c., &c., on Section No. 18 of the Intercolonial Railway, in connection with which he has presented a claim.

The lump sum of the contract (subject to diminution and increases of work caused by change of grade and location, and other deductions agreed to) is...	$648,600 00
The amount of the final certificate is.....	582,413 00
Payments	643,753 78
Overpaid.....	$61,340 28

The contractor stated his inability to proceed with the work, and the Government completed it by day labor.

The contractor's claim amounts to..... $603,000 00

This case was entered in the Exchequer Court on 1st May, 1877, where it is standing. No further action having been taken, except that he is asking that the case be settled by arbitration.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER,

F. BRAUN, Esq., Secretary, Department Public Works.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 26th May, 1879.

SIR,—As verbally requested by the Minister, I have the honor to report upon the position of the contract with Mr. S. P. Tuck, for the grading, &c., of Section 17 of the Intercolonial Railway, in connection with which he informs the Department that he has a claim, but specifies no amount.

Contract No. 17.—This contract is for the grading, bridging, masonry, &c., on Section 17, between Amqui and a point a few miles below Cansapscal. The contract sum (subject to diminutions and increases caused by change of grade and location, and bridge superstructure deductions agreed to) is..... $440,000 00

The final certificate amounts to.....		432,728 24
Payments.....	$459,354 25	
Less sale of plant, &c.....	1,989 49	
		457,364 79
Over paid (by cost of work).....		$24,636 55

Upon the contractor representing that he had not the means to proceed with the work, it was taken out of his hands and completed by the Government by day labor.

No legal proceedings appear to have been taken in this case.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

F. BRAUN, Secretary Department Public Works.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 26th May, 1879.

SIR,—As verbally instructed by the Minister, I have the honor to report the position of the contract with Messrs. Sutherland, Grant & Co., for Section No. 11 of the Intercolonial Railway between Missiquash River and Amherst Ridge, and which is now before the Exchequer Court.

Contract No. 11.—This is a contract for the grading, bridging, masonry, &c., on 4½ miles of the Intercolonial between the Missiquash River and Amherst Ridge (the lump sum of the contract subject to deductions and additions by reason of diminutions and increases of work caused by the change of grade or location)

Is.....	$61,713 00
The final certificate amounts to.....	70,381 24
And the payment of this amount is made.	
Messrs. Sutherland, Grant & Co.'s. claim amounts to....	62,874 61

This case was entered in the Exchequer Court on the 12th April, 1876.

The case has never been proceeded with; but since Judge Ritchie gave judgment in Section 7 case adverse to the contractors, the claimants have, from time to time, made appeals to have the matter referred to arbitration.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary, Department Public Works.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 27th May, 1879.

SIR,—I have the honor to report, as verbally instructed by the Minister, upon the contract of Messrs. Sumner & Somers, for grading, &c., Section No. 12 of the Intercolonial Railway, in connection with which they advance a claim for extras.

Contract No. 12.—This contract is for grading, bridging, masonry, &c., on Section No. 12, between Folly Lake and Truro. The lump sum of the contract (subject

to diminutions and increases caused by change of grade and location and other deductions agreed to) is..... $597,600 00

The amount of the final estimate is..... 548,844 00
The amount of payments..... 702,866 55

Over paid (by cost of work)..... $154,022 55

The contractors claim amounts to $.

No legal proceedings appear to have been taken in this case; but the contractors have, from time to time, pressed to have their claim for extras referred to arbitration.

I have the honor to be, Sir, your obedient servant.

COLLINGWOOD SCHREIBER.

F. Braun, Esq., Secretary, Department Public Works.

Intercolonial Railway, Chief Engineer's Office,
Ottawa, 28th May, 1879.

Sir,—As verbally instructed by the Minister, I have the honor to report on the position of Messrs. Alex. Macdonald & Co's. contract, for Section 5 of the Intercolonial Railway, in connection with which they have advanced a claim.

Contract No. 5.—Is for bridging, grading, masonry, &c., on a section of the Intercolonial Railway between St. Simon and Rimouski. The lump sum of the contract was (subject to diminutions and increases of work, caused by change of grade and location, and other deductions agreed to), $533,000.00.

From Mr. Fleming's evidence before the Public Accounts Committee, in 1872-73, the following is gathered:—

Lump sum of contract..... $533,000 00
Deduct wooden superstructure of bridges as per written agreement..... 21,200 00

$511,800 00
Deduct underdrains, as agreed with Mr. Fleming..... 4,642 00

$507,158 00
Deduct the value of the excess of the diminution of work on the increase caused by changed grade and location..... 79,485 00

$427,673 00

Amount payable under contract:—
In addition to the above, I find that the Chief Engineer's returns for the work done in preparing station yard at Bic, rock excavation, 18,762 cubic yards; earth excavation, 50,816 cubic yards; and that the Commissioners applied the following prices to these works respectively: Rock, 90 cents; earth, 32 cents; which applied to the quantities produce a sum of..... 33,102 00

Making a total of..... $460,775 00
Payments on contract..... $516,000 00
Payments on extras in Bic station yard. 10,000 00

526,000 00

Overpaid..... $65,225 00

The claim of Messrs. A. Macdonald & Co. amounts to $47,226.23.
They are continually agitating for a settlement.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary, Department Public Works.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 29th May, 1879.

SIR,—I have the honor to report, as verbally instructed by the Minister, upon the contract of Messrs. Sutherland and Grant, for grading, &c., Section No. 23 of the Intercolonial Railway, in connection with which they present a claim for extras.

Contract No. 23.—This is a contract for grading, bridging, masonry, &c., on Section No. 23, between Moncton and Welford. The lump sum of the contract (subject to diminutions and increases caused by change of grade and location, and other deductions agreed to) is..... $276,750 00

Deduct underdrains withdrawn as per agreement..... 2,160 00

$274,590 00

Add increase of work caused by change of grade and location, earth work, cubic yards, 11,497, at 24 cents..... 2,759 28

$277,349 28

Deduct diminution of work caused by change of grade and location, earth work, cubic yards, 21,513, at 24 cents. $6,843 12
Rock work, 2,000, at 90 cents..... $1,800 00
8,643 12

$268,706 16

As per Mr. Blackwell's estimate of 23rd November, 1874:
Payments to contractors..... $244,000 00
Expended by Government..... 128,338 73
372,338 73

Cost in excess of contract sum..... ..... $103,632 57

The contractor's claim fyled with the Department is for $100,000.00, and they make application to have the matter agreed to by arbitration.

I have the honor to be, Sir, your obedient serant,
COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary Public Works.

INTERCOLONIAL RAILWAY, CHIEF ENGINEER'S OFFICE,
OTTAWA, 26th May, 1879.

SIR,—As instructed verbally by the Minister, I have the honor to report the position of Messrs. Fraser, Stewart & Fraser's contract for ballasting between Amherst and Truro, on the Intercolonial Railway, which is now before the Exchequer Court.

Contract for Ballasting, &c.—This was a contract for ballasting and track-laying between Amherst and Truro; the work was done at a schedule of prices.

The final certificate in connection with contract:—

Contract	$70,200 90	
Extra	515 30	
		$70,716 20
Final certificate under the agreement with Mr. Schreiber.		1,862 00
Agreement with Mr. Archibald		9,734 36
Total		$82,312 56
Total certified		$82,312 56
Total payments		81,683 36
Unsettled balance		$ 629 20

Messrs. Fraser, Stewart & Fraser's claim amounts to $10,174.80.
This case was entered in the Exchequer Court on 7th February, 1877.
This case has never been proceeded with.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F. Braun, Esq., Secretary, Department Public Works.

Railway Department, Ottawa, 16th June, 1877.

Sir,—I now beg to return the Petition of Right from R. H. McGreevy in regard to Section 18 of the Intercolonial Railway, and also my report thereon, with the documents referred to in it.

I have the honor to be, Sir, your obedient servant,
C. J. BRYDGES,
General Superintendent Government Railways.

F. Braun, Esq., Secretary.

INTERCOLONIAL RAILWAY.

Petition of Right—R. H. McGreevy, for Section 18.

The contract for this Section was dated 18th July, 1870; a copy is appended marked A.

This contract is the same as all the other contracts already the subject of several Petitions of Right.

A copy of the printed specifications and of the tender are appended to the contract. A copy of the surety bond is also appended, marked B.

The contract requires the work to be completed by the 1st July, 1872, subject to the usual penalty of $2,000 a week for delay in completion of the work.

The work was not fully completed until quite the end of 1875, and even then some trimming up was left to do.

During the progress of the work, changes were made in the plans, materially modifying the quantity of work in the aggregate requiring to be executed. On the completion of the works, the total quantities proved to be considerably less than those shown in the bill of works, when the contract was taken.

Repeated complaints were made to the contractor as to the slow progress he was making, especially as regards the bridge across the Metapedia, at Mill Stream.

In the fall of 1875 the men employed at this bridge refused to continue work, because their wages were largely in arrear, and the contractor did not, or could not, pay them. In consequence the Government were compelled to pay these arrears of

wages, and to get the work completed, had to take the work into their own hands, employing the necessary men, and completing the work by day labor. See Report on this subject, Appendix C.

This was done with the consent of the contractor. When the work was nearly finished Mr. Schreiber reported on the whole contract, and Mr. Brydges enclosed that report with one from himself, being the final report made on this contract. Appendix D.

The result of this report was as follows :—

Original amount of contract		$648,600
From which had to be deducted wooden bridges	$20,200	
Under drains	8,850	
Balance of changes of grade and locating making a total diminution of	46,201	
		75,251
		$573,349
And to be added difference in cost of iron pipe culverts as per bill of work	$5,177	
Iron pipe purchased	3,888	
		9,065
Making a total of		$582,414
The payment made direct to Mr. McGreevy amounted to		$602,200
Appendix E.—And there was paid on account of day work to 30th November, 1875		30,312
Amount paid		$632,512
Amount of contract as above		582,414
Amount overpaid		$50,098

Since 30th November, 1875, further sums have been paid to complete the contract bringing the aggregate outlay to the sum of $640,108 (Appendix C), and making the total amount paid by the Government beyond the original contract price the sum of $57,695.

Instead of Mr. McGreevy therefore having any claim against the Government the latter has a claim against Mr. McGreevy's sureties, for the sum of $57,695, in addition to the sum of $2,000 a week from 1st July, 1872, to 31st December, 1875.

The contract, specifications, tender, bill of works, plans, &c., are all in precisely the same form as in the previous "Petition of Right" relating to the Intercolonial Railway Contracts. I will now reply to each paragraph in Petition :

1. The contract is correctly described and is dated 18th July, 1870.

2. The price mentioned in the contract was the sum of $648,600, and the work to be done is fully described in the contract.

3. The contract answers this paragraph.

4. The contract was, at the letting thereof, described as 20 miles in length, and the contract so distinctly says : The clerk, in drawing up the contract in error, wrote 18 miles instead of 20, but the mistake was discovered before the contract was executed, and the necessary correction made.

In the signing of the contract the attesting witness to Mr. McGreevy's signature made the following statement.

In the presence of (the printed form having first been adapted by the necessary alteration to suit the case of a contractor instead of contractors, and the name of Mr. McLelan having been substituted for that of Mr. Coffin and the word eighteen having

been erased and twenty substituted in lieu thereof in the description of the limits of the section), as to the execution by Robert H. McGreevy.

"Witness, John Macdonell."

The tender says for the sum of $648,600 being at the rate of $32,430 per mile. $32,430 being multiplied by 20 is exactly $648,600.

5. The anwer to paragraph 4 disposes of this allegation.

6. The answer to this is to be found in the contract which required the engineer to call upon the contractor to execute any work needed to complete the road. The bill of works called for about 96,000 yards of stone, gravel and timber in crib, wharfing for protection to embankment (See clause 1), and clause 2 gives places at which the Metapedia River is to be widened and cleared. This effectually disposes of the allegation in this paragraph. The quantities claimed by McGreevy on account of crib wharfing are 93,600 cubic yards. The quantity given in the bill of works already referred to is about 9,600 cubic yards. The price charged in Mr. McGreevy's schedule is $3.00. That is also the price in the original tender.

In the tender it is referred to as crib wharfing for "protection of slopes along river as per drawing" No. 26 per lineal foot of completed works, $3.00.

In the tender Mr. McGreevy also put prices against the work required for widening and clearing River Metapedia.

This, therefore, is all fully covered by the contract and bill of works.

7. This is all fully provided for by the contract. The engineer has full power and authority to make any changes he may think desirable during the prosecution of the work. As a matter of fact, the changes made were for the benefit of the contractor.

8. There was no change in the location of the mill stream bridge, but if there had been it would have been quite covered by the contract. The location was never altered, but it was put more on to the solid rock on the westerly side, which gave the contractor better and cheaper foundations on which to construct the abutment. This was done at his own request.

9. There is no question about the kind of masonry. The contractor was bound to perform the work according to the plans and specifications. In his schedule of claims he says he executed 4,275 yards of 1st class and 4,617 yards of 2nd class masonry. The bill of works called for 4,700 yards of 1st and 8,000 yards of 2nd class masonry, so that he really executed 425 yards of 1st and 3,383 yards of 2nd less than his contract required.

10. The contract and specifications required the contractor to provide such materials as were required and approved by the engineer. The engineer was simply performing his duty in insisting upon the best of cement being used.

11. This was properly required by the engineer, and in the bill of works certain quantities are shown as being necessary for the work.

12 and 13. The bill of works provides as follows:—

"The Commissioner will consent to the substitution of iron cylinders for box culverts of masonry at certain points to be designated by the engineer, such as those places where the inclination of the streams on hill side or ground render the plan of construction, shown on sheet No. 17, necessary. Wherever these cylinders are employed they must be three feet in diameter in the clear, and weigh not less than 450 lbs. per lineal foot; they must be embedded throughout in concrete, and furnished with substantial wings and parapets of masonry at the ends; they must be made and laid according to the plans and directions of the engineer, and such precaution taken as he may consider necessary to render the whole solid and permanent.

"Where iron cylinders or other structures are allowed or directed to be used in place of those mentioned in the schedule of structure, they will be paid for at the prices in the schedule to the tender, and a deduction will be made from the contract sum of the total saving effected thereby according to the reduction in total quantities calculated at the schedule prices."

Mr. McGreevy's tender, item 13, gives price for iron cylinders exclusive of concrete (see bill of works, see also printed foot note to this item in tender, also the final foot note in tender immediately above Mr. McGreevy's signature.) The prices put

by Mr. McGreevy in his tender were applied to the quantities in accordance with the above quoted clause in the bill of works, as set forth in Mr. Schreiber's report. Appendix D.

14 and 15. The pipes left over by the contractor were taken by the Commissioners and paid for at fair and reasonable prices, although they were under no obligation to take them or any other unused materials which the contractor provided in excess of his wants.

16. This is wholly untrue. The Commissioner had no power to vary the terms of contract eagerly sought for, and duly executed by the contractor.

17. The time for the completion of the works was ample and sufficient, if due and proper diligence had been displayed by the contractor. It was the want of energy and care on his part, which caused such great delay in the completion of the work. The total quantity of work he actually executed, as compared with what was called for by the bill of works, was very much less, as a comparison of the quantities exhibited in his claim, on page 10, will show.

18. The greatest possible delay was caused by the contractor in prosecuting the work on the Mill Stream Bridge. He was continually urged and called upon to proceed energetically with this the most important work on his section. It was not completed for more than five years after he took the contract, and was only at last finished, after most vexatious delays, by the Government itself, after the contractor had failed to pay his men. There was no delay whatever in supplying all the needful plans.

19. The Commissioners paid the contractor considerably more than he was entitled to, fully $50,000, and there is no ground whatever for this charge. The Commissioners finding the men unpaid and other works stopped, did as they were authorized to do, pay the workmen the wages due them, and then employed the men themselves to finish the work, they declining any longer to work for the contractor. The contractor was a party to these proceedings and requested them to be adopted.

20. This is wholly untrue.

21. The contract provided for any changes in plans that the engineer might think necessary or desirable. A comparison of the quantities shown in the bill of works, upon which the contractor based his tender, with the quantities actually executed as given by the contractor, at page 10 of his petition, will show that the charge that he was called upon to execute a "greatly increased quantity of work" is entirely false and untrue.

22. The figures in his paragraph are impossible to understand. With the contractor's expenditure, the Government having nothing whatever to do. He contracted to build this piece of the line for a certain sum; he has been paid more than the contract entitled him to, and he owes the Government money instead of them owing him.

23. The contract was duly and properly entered into and executed by both parties, and it is binding upon them. The absurd contention about the length of the line has been fully exposed in the answers to paragraphs 4 and 5.

24. This, of course, is entirely disproved by the narrative given in the replies to previous paragraphs.

It will be seen that the prices applied in page 10 of the petition to the quantities of work actually executed are totally at variance with the prices given in McGreevy's tender attached to his contract.

For instance, in the schedule on the back of his tender "fencing" is put down at 9c. and 7c.; in his petition he charges 10c.

In the tender "rock excavation" is put down at $1.15; in the petition it is charged $2.50 a yard.

In the tender "1st class masonry" is $14 a yard; in the petition it is charged $22 a yard.

In the tender "2nd class masonry" is put down at $8 a yard; in the petition at $15 a yard.

Of course the contract settles all these questions; but the foregoing facts are cited to show the modes in which it has been attempted to make up a groundless claim.

The only ground attempted to be shown for considering the contract not binding is the absurd and entirely disproved assertion about the length of the line.

But apart from any question about the length, the contract described the section as follows:—

"Commencing at the easterly end of section 17 of the said railway and extending thence down the Metapedia Valley to station 380 of the said railway, the same being near Clerks' Brook, &c."

For the section as there described, Mr. McGreevy undertook to complete it for the sum of $648,600, expressly waiving all claims for extras and agreeing that changes in grades or locations should be dealt with in the manner set out in the contract.

Calculating the changes in grades and locations as the contract provides, McGreevy has been over-paid.

C. J. BRYDGES,
General Superintendent Government Railways.

OTTAWA, 16th June, 1877.

RAILWAY DEPARTMENT, MONTREAL, 17th January, 1876.

SIR,—I now beg to report upon Contract No. 18 on the Intercolonial Railway, let to Mr. McGreevy.

The original amount of this contract was.....		$648,600 00
From this has to be deducted for wooden bridge superstructure	$ 20,000 00	
For under drain not executed by the contractor.....	8,850 00	
And for diminution of work consequent upon change of grade and location...	46,201 50	
This makes a total diminution from the contract of.		75,251 50
And leaving a balance of.....		$573,348 50
There has to be added, however, for the difference in the cost of iron pipe culverts over masonry, for which they were substituted.....	$ 5,197 00	
And an amount for iron pipes purchased from the contractor.....	3,888 00	
		9,065 00
Making a total amount payable under the terms of the contract to Mr. McGreevy of.....		$582,413 50

I enclose Mr. Schreiber's certificate and report covering these details, and which includes all the outlay that will have to be made to complete the work ready for the passing of trains.

As you have already been advised, the work was not being satisfactorily carried on by Mr. McGreevy during last season, and it became evident that if he were allowed to continue at work that the Mill Stream Bridge would not be completed in time to be ready for the opening of the road.

It was, therefore, decided as provided for in the contract, that the Government should proceed by day work to complete the unfinished portions of the sections,

paying through their own paymaster the men employed, and charging, of course, the amount so disbursed as against the contract. The total payments made directly to Mr. McGreevy have amounted to the sum of..... $602,200 00

And the amount paid by the Government for day work in completing the unfinished portions of the work, to the 30th November last has been... 30,312 46

Up to the 30th November last the total amount of.... $632,512 46 has been expended.

Further amounts will have to be paid for the completion of the work, and the whole of which will not have to be expended until after the opening of spring.

The result, therefore, now is, that Mr. Schreiber's certificate enclosed makes the amount payable to Mr. McGreevy under his contract, $582,413.50. There has been paid, partly to Mr. McGreevy and partly by day work up to the 30th November last, a total sum of $632,512.46.

The cost of this work has, therefore, exceeded the amount of the original contract with the deductions and additions properly made to it, as explained in this letter and as fully set forth in the accompanying documents from Mr. Schreiber.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES,

General Superintendent Government Railways.

F. BRAUN, Esq., Secretary, Department of Public Works.

DUNCAN MACDONALD'S PETITION OF RIGHT.

CONTRACT FOR TRACK-LAYING AND BALLASTING.

MONTREAL, 18th September, 1876.

This contract extending over Sections Twenty, Ten, and Sixteen, was let to Mr. Macdonald, after public advertisement in the usual way.

A copy of the Contract is appended—Appendix I.

The work was proceeded with, and at the end of the season of 1875 Mr. Macdonald ceased work, the whole of the track having been laid and a large part of the ballasting, &c., completed.

Mr. Schreiber was instructed to close up the work and return a final certificate.

His report is appended (12), showing a total amount of work of the value, at the contract prices, of $91,963.67.

The amount paid up to date is an aggregate of $89,441.50, including some charges made against him for the repairs of the rolling stock he used.

This left a balance due of $2,522.17, which was offered to him, but which he refused to accept.

It is right here to state that Mr. Buck was the Engineer in charge of Section 10, and the ballasting, during a portion of the time Mr. Macdonald's contracts were under execution.

Mr. Buck has for some time been employed by Mr. Macdonald in other works, and apparently has lent himself entirely to Macdonald's interests.

Mr. Macdonald makes use of statements rendered to him by Buck, which the latter was not justified in giving. When these facts were first brought to my notice I told Macdonald that such proceedings on Buck's part could not be recognized, and that they were wrong and improper.

I annex (Appendix L) a copy of a letter which I addressed to the Department of Public Works upon the subject.

With reference to the different clauses in the petition, it may be stated: *Clause* 1. The contract is given at length in Appendix A, and will speak for itself.

Clause 2. No changes are reported by the engineer involving increased payment under the contract. *Clause* 3. The contractor is bound by his contract and the bill of works to execute all the masonry and everything else required for the lump sum of his contract. The bill of works estimated that 4,700 yards of masonry would be required whereas only 3,571 were actually executed. *Clause* 4. The above answers this. *Clause* 5. We have nothing to do with Mr. Blackie. He was not employed by us. The contract says, "The Commissioners shall be the final and sole judges of the amount due. 5th. We have nothing to do with this. It was a contingency he saw when he took his contract. *Clause* 6. See answer to No. 5. *Clauses* 7, 8, 9, 10 and 11,—See the contract and the advertisement calling for tenders. *Clause* 12. This is the usual course in all large contracts. *Clause* 13. There was no unnecessary delay in giving him possession of the work. Tenders were only received on the 5th October, 1870, and it was nearly the end of that month, before the contract was awarded, so the season of that year was over. *Clause* 14. The circumstances relating to the letting of this contract have been fully set out. *Clause* 15. The schedule attached to the tender expressly states that it in no way affected the contract. *Clauses* 16, 17, and 18. These are merely an appeal for consideration. *Clause* 19. It is not known what is meant by this. *Clauses* 20 and 21. Mr. Buck's statements cannot be received. The bill of works expressly states that the estimates of work to be executed were merely approximate, and that the party tendering must take all risks of the quantities or the character of the materials being different from what the bill of works showed. Mr. Schreiber, the Engineer, has made the proper allowance for changes in grade and location. *Clause* 23. A copy of this contract is given. *Clauses* 24 and 25. Clause 3 of the contract requires the contractor to execute the work as he may be from time to time directed. This was done in the usual way. His work really extended over two seasons, 1874 and 1875, and he was not unduly hindered. *Clause* 26. Mr. Schreiber simply gave such directions from time to time as he was authorized to do under the contract. *Clauses* 27, 28 and 29. These items are of course all disputed.

C. J. BRYDGES.

PUBLIC WORKS, RAILWAY DEPARTMENT,
ENGINEER'S OFFICE, 30th June, 1874.

SIR,—In accordance with instruction from the Honorable Minister of Public Works, I have carefully examined Mr. Brydge's report in relation to the extra claims upon contract No. 7 of the Intercolonial Railway, together with other documents attached thereto, and I now have the honor to recommend that the contractor be settled with, by payment of the sum recommended by Mr. Brydges, viz:—

Contract sum		$12,427 61
With an additional sum as exhibited upon the annexed sheet		22 29
Total		$ 12,449 90

The accounts would appear to stand thus :—

Contract sum		$557,750 00
Less price, bridge superstructure	$8,300 00	
do under drains	10,354 24	
		18,654 24
		$539,095 76

Recommended by Mr. Brydges:—

Extra work on culvert	$20,789 28	
Rebuilding masonry on bridges	2,844 30	
Foundation, River Philips bridge	5,674 83	
Raising grade at Clifton	1,733 24	
Add balance on sheet attached	22 29	
		31,104 14
Total		$570,199 90
Less amount paid		557,750 00
Balance to be paid		$12,449 90

Of the sum favorably reported upon by Mr. Brydges,

First..... $20,789 25

Is for culverts which were originally in the bill of works, which were ordered not to be built and were subsequently again directed by the Chief Engineer to be constructed after the embankments, etc., were completed; the cost of this work, less the masonry which is provided for in the aggregate quantities, represents a portion of the above sum. New culverts not originally in the bill of works and ordered after the embankments, etc., were completed, form another part of the above sum. Culverts which were built and after completion were ordered to be altered; the cost of the alteration is embraced in the above sum.

Secondly..... 2,844 30

Is for cost of tearing down and rebuilding a culvert built by Sutton & Angus, but subsequently condemned, and not by new contracts; also taking down and rebuilding two bridges to suit new plans for new superstructure.

Thirdly..... 5,674 83

Is for sinking foundations of River Philips bridge below depth shown in original bill of works.

Fourthly..... 1,773 24

Raising grade at Clifton station yard.

Fifthly..... 22 29

The sheet attached explains this charge.

Amount recommended less payments made..... $31,104 14

The foregoing, I trust, shows sufficiently clearly the basis upon which the amounts recommended are not made up.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F. Braun Esq., Secretary, Department Public Works.

INTERCOLONIAL RAILWAY.

Contract No. 7.

Memo. of work executed in excess of original bill of works, with contract prices attached, except to tunnel work for which no prices were given, the Chief Engineer's prices are therefore made use of :—

Rock, cubic yards,	42,225,	at	$1.25	$52,781	25
Clearing "	40·30 "		20.00	806	00
Public roads "	2 "		25.00	50	00
Tunnels :					
Caldwells, feet,	366	at	$21.00	7,686	00
Jobes "	114 "		18.19	2,154	60
Hartz "	174 "		18.90	3,288	60
L. Whetstone, "	106 "		15.7[illegible]	1,669	50
Whetstone, "	206 "		14.70	3,028	20
Revis stated by engineer to have been measured as rock.					
Iron pipes, feet,	576	at	$20.00	11,520	00
				$82,984	15

Memo. of work shewn on original bill of work, but not executed with contract prices attached :—

Earth, yards,	46,661,	at $	0.26	$12,131	86
Rip-rap "	544 "		3.00	1,632	00
Concrete "	1,052 "		5.00	5,260	00
Masonry No. 1 "	1,430 "		10.00	14,300	00
do No. 2 "	6,590 "		7.00	46,130	00
Paving No. 2 "	857 "		4.00	3,428	00
Public road wing,	2 "		40.00	80	00
				82,961	86
Balance in favor of contractor				$22	29

COLLINGWOOD SCHREIBER.

Attached to my Report of this date.

Ottawa, 30th June, 1874.

Ottawa, 30th January, 1880.

Sir,—In compliance with your communication of the 16th December last, we now beg to offer the following explanation on the subject of the Hon. Minister of Railways and Canals' Report to Council of the 29th November last, recommending the payment of $5,618.32 to Mr. E. A. Jones, Contractor of Section No. 7, of the Intercolonial Railway.

In 1874, it will be remembered, the office of the Chief Engineer was destroyed by fire and all the documents contained therein relating to the Intercolonial Railway were consumed by the flames, among them the papers connected with the works on Section No. 7.

To, as far as possible, replace the lost documents, the Chief Engineer ordered copies of all plans, profiles and other important documents on record in the Local Engineer's office, to be made and forwarded to him at Ottawa, and upon the information thus obtained, a statement was prepared upon which a balance was struck, showing a balance of $12,436 to be due the contractors, and upon this the answer to the petition of right was made.

Subsequently, however, at the time the documents were being prepared and collected for the suit in the Exchequer Court, the Superintending Engineer instructed Mr. Archibald, the Assistant-Engineer of Section No. 7, to came up to Ottawa, and bring every scrap of paper he had relating to the works, and among these were found the notes, measurements and calculations of the changes of grade and location, and the substitution of iron pipes and tunnels for masonry culverts, which, when carried out, showed a balance of $5,618.39 in the contractors' favor, which item had not entered into consideration in connection with the sum of $12,436, previously offered to the contractor.

When the case came up in the Exchequer Court, it did not reach the stage at which this information would have been elicited, hence it is that His Lordship, in giving judgment, did not touch on this point.

We should explain that by the terms of the contract, the contractor is entitled to be paid for the excess of work caused by change of grade, &c., over diminution of work from the same cause, and also for the excess, if any, of the cost of iron pipes and tunnels substituted for masonry; on the other hand, we feel it right to mention that nearly all, if not all, of these changes of grade, &c., were solicited by the contractor and were granted as a concession, they in no degree impairing the efficiency of the road; and it is believed that at the time the concessions were made, that neither party had the least idea of it leading to an extra payment.

We have the honor to be, Sir, your obedient servants,

SANDFORD FLEMING,
COLLINGWOOD SCHREIBER.

F. Braun, Esq., Secretary, Department of Railways and Canals.

Intercolonial Railway, Office of Chief Engineer,
Ottawa, 18th February, 1874.

Sir,—I have received your letters of yesterday's date covering papers relating to certain claims for extras made by the contractors for Sections 4 and 7 of the Intercolonial Railway.

I enclose herewith abstracts showing the financial position of each contract at the present time, and I now desire to explain to you my reasons for not recommending the payment of the amounts claimed, or concurring in the recommendation of Mr. Brydges with respect to paying a portion thereof.

If the Intercolonial Railway contracts have any force, there is, in my opinion, nothing whatever due. A reference to the statement attached will, in fact, show that the contractors are already overpaid. The 9th section of the contract is very clear with respect to extras. 9th section of the contract:—

9. "It is distinctly understood, intended and agreed that the said price or "consideration of shall be the price of, and be held to be full compensation "for all the works embraced in, or contemplated by, this contract, or which may be "required in virtue of any of its provisions, or by law, and that the contractors shall "not, upon any pretext whatever, be entitled by reason of any change, alteration or "addition made in or to such work, or in the said plans and specifications, or by "reason of the exercise of any of the powers vested in the Governor in Council by "the said Act, intituled: 'An Act respecting the construction of the Intercolonial "Railway,' or in the Commissioners or Engineer, by this contract or by law, to "claim or demand any further or additional sum for extra work, or as damages or "otherwise, the contractor hereby expressly waiving and abandoning all and any "such claim and pretension to all intents and purposes whatsoever, except as provided "in the fourth section of this contract."

Section 4, referred to in the last line, reads as follows:—

4. "The Engineer shall be at liberty, at any time before the commencement, or "during the construction of any portion of the work, to make any changes or "alterations which he may deem expedient, in the grades, the line of location of the

" railway, the width of cuttings, or fillings, the dimensions or character of structures, " or in any other thing connected with the works, whether or not such changes " increase or diminish the work to be done, or the expense of doing the same, and " the contractor shall not be entitled to any allowance by reason of such changes, " unless such changes consist in alterations in the grades or the line of location, in " which case the contractor shall be subject to such deductions for any diminution of " work, or entitled to such allowance for increased work (as the case may be) as the " Commissioners may deem reasonable, their decision being final in the matter."

I have not at my hand (owing to the recent fire) the data by which I could show the effect of any " changes in the grade or line of location," but I am perfectly well satisfied that any changes made were rather in the way of decreasing than of increasing the work, and the effect would be a proportionate deduction from the contract sum, making the contractor overpaid to a greater extent than the account now presented shows.

The payment of these extra claims in whole or in part at the present time would, I think, be productive of great evil; it would be accepted as a general invitation to all other contractors on the line, who have entered into similar contracts, to concoct bills of extras, &c. There is no telling to what extent this may be carried. It would tend to have a most damaging effect in neutralizing the efforts of the Government to place the contract system on a more satisfactory footing in other parts of the Dominion, as it would, without any doubt whatever, keep alive the idea that no matter what the contract may be, contractor's losses or expected profits will be made up to him in an irregular way in the end. I have no doubt at all that, owing to the (in my opinion) mistaken policy adopted at the commencement of the Intercolonial Railway, large amounts will in the end be paid for extra claims; but in the public interests I think it would be advisable to fight off all such claims as long as possible, and when it becomes necessary to deal with them, on other than strictly legal grounds, it would probably be best to adopt some well considered, equitable principles applicable to every contractor on the line, and, in order to make the whole binding and final, have the sanction of Parliament to this proposed mode of settlement before anything is done.

It appears to me that this would be a much more satisfactory course in every way than applying arbitrary and indefensible rules in each case, such as Mr. Brydges recommends, and which would, I am certain, only make matters worse instead of effecting a final settlement.

I am, &c., &c.,
SANDFORD FLEMING, *Chief Engineer.*

The Hon. ALEX. MACKENZIE, Minister of Public Works.

INTERCOLONIAL RAILWAY.

ABSTRACT—SECTION NO. 4.

Date of contract, 25th May, 1870.
Contract time for completion, 1st July, 1871.
Works sufficiently advanced to admit of rails being laid and opened for traffic by the summer of 1872.

Contract sum.	$438,325 00
Less wooden bridges and drains, agreed to be deducted.	3,500 00
Reduced contract sum	$434,825 00
Amount paid contractor.....	$438,070 00
Expended to date by Commissioners in finishing contract.....	
Total expenditure to date.....$.....	

EXTRA CLAIMS.

Bill presented by contractors.....	$76,875 40
Valuation by C. Schreiber, 14th August, 1873.....	48,472 97
Recommended to be paid by C. J. Brydges, 5th February, 1874.....	9,233 65

INTERCOLONIAL RAILWAY.

ABSTRACT—SECTION NO. 7.

Date of contract, 25th May, 1870.
Contract time for completion, 1st July, 1871.
Works sufficiently advanced to admit of rails being laid and opened for traffic by 11th November, 1872.

Contract sum.....	$557,750 00
Less wooden bridges and drains, agreed to be deducted.	18,654 24
	$539,095 76
Amount paid contractors.....	$557,750 00
Expended to date by Commissioners in finishing contract.....	.....
Total expenditure to date	$..... ...

EXTRA CLAIMS.

Bill presented by contractors, 5th September, 1872..	$116,463 83
Valuation by C. Schreiber, 29th July, 1873.....	88,633 81
Recommended to be paid by C. J. Brydges, 5th February, 1874.....	31,081 85